

RACING NOTES



REFERRING to the proposed alterations in Rule 140 of the Rules of Racing, as quoted in last week's COUNTRY LIFE, it is now to be said that when they came up for confirmation last week, an amendment, proposed by Lord Hamilton of Dalzell and seconded by Lord Durham, having been put to the meeting and passed, and a further amendment to Section IV. having been proposed by the Stewards and also passed, the rule now reads: (I.) A horse which crosses another in any part of the race so as to interfere with that or any other horse's chance is liable to disqualification unless it be proved that he was two clear lengths in front when he crossed. (II.) A horse is liable to disqualification if he or his jockey jostle another horse or jockey. (III.) If a horse run on the wrong side of a post, his jockey must take him back and he must run the course from such post. (IV.) If the Stewards, on an objection, find a jockey guilty of foul riding, his horse shall be disqualified. It should be added that the Stewards having claimed "urgency," the rule as revised will forthwith become part and parcel of the Rules of Racing. In connection with the subject—bumping, boring, jostling, etc.—I may say that since writing last week I have had an opportunity for talking the

matter over with several of the principal trainers, and I find that they endorse the suggestion put forward in last week's Notes—that a great deal of the bumping, boring and jostling is caused by the inability of jockeys to control their horses, and that, were jockeys made to realise that they would be punished for these offences, they would very soon see to it that they did have their horses under control, and that by adopting a rational seat in the saddle. As to the so-called American seat itself, my own opinion—given for what it is worth—is that its main advantage, probably its only advantage, is that a pronounced crouch does serve to lessen the pressure of the air against the rider, and therefore diminishes the effort the

horse has to make at each successive stride, thus enabling him to cover a given distance in a shorter space of time. The supposed advantage arising out of the forward placing of the weight the horse has to carry is, I think, hardly worth discussion. Jockeys always have so ridden that they eased their weight off the horse's back; many of the best jockeys of a former generation did, too, lean forward or "crouch" to a certain extent. Fordham certainly did so, and I myself well remember that critics—there were not many—of the riding of that marvellous horseman, the late Fred Archer, used to reproach him with "getting up his horse's neck" in the finish of a race. Tod Sloan could, and did, ride—as few jockeys ever have ridden—sitting on his horse, as Lord Downe once described it, "like a monkey on a barrel organ," but Sloan was, to begin with, of extraordinary build himself, and, secondly, was at his own business quite a genius. As a matter of fact, I do not think it would have mattered in the least whether Sloan rode "long" or, as he did, extremely "short." No matter what his position in the saddle might have been, his jockeyship would not have been at fault, for his knowledge of pace was marvellous, and he was, moreover, gifted with wonderfully

fine "hands." Horses of all sorts went kindly for him, and, to the best of my recollection, none was ever out of his control. I am not, by the way, quite sure about the unfortunate Holocaust and his running in the Derby, for, if I remember rightly, he was hanging on to Flying Fox all the way from Tattenham Corner, and I cannot help thinking still, as I did at the time, that had Sloan not been lying along the horse's neck, the accident which necessitated the subsequent destruction of the horse would not have happened. *A propos* of that same Derby, I read Mr. Robert Christison's letter in last week's COUNTRY LIFE with no little interest, and entirely agree with what he has to say in regard to nowadays jockeyship as compared with that of former years, but I do not agree with his praise of Morny Cannon's riding of Flying Fox. He did win the Derby, but I doubt if he ever rode a worse race. There have been races concerning which it might be justly said that they were won by jockeyship, but of the Derby of 1899 it can only be said that Flying Fox won—won himself—and that I think no one would be more ready to admit than Morny Cannon himself. He never had won the Derby: he knew that Flying Fox could win, knew that he ought to win, but he felt the responsibility

acutely, and was terribly nervous in consequence. In that same Derby, by the way, one of the unplaced horses was Desmond, whose untimely death last week has deprived English breeders of a consistently successful stallion. Successful though he was, not until this year had Desmond sired the winner of any one of the classic races; but in this, the last year of his life, he effectually removed that stain from his fame, for both Craganour, the actual, and Aboyeur the official winner of the Derby were his sons. Strangely enough, too, on the very day that the news of his death reached us at Newmarket, Stornoway, another of his sons, won the Fulbourne Stakes, a race won last year by Shogun, who, as Storno-



Rough. COURAGEOUS. BY CHAUCER—MISS TAILOR. Copyright. Two year old winner of Exeter Stakes, Newmarket.

way, is owned by Mr. E. Hulton. By St. Simon 11 out of L'Abbesse de Jouarre 16, by Trappist (1), Desmond was a rather small but beautifully balanced and powerful horse. Foaled in 1896, he showed fairly smart form as a two year old, but, as much perhaps because he would not as because he could not, he did not win a race as a three year old, and retired to the stud in 1900. Here success was almost immediate, for among his first lot of two year olds was the very speedy Earla Mor, but the fee asked for his services remained at 25 guineas until 1905, when it was raised to 35 guineas, being advanced to 145 guineas in 1907, to 200 guineas in 1908 and to 250 guineas in 1910, a further advance to 900 guineas being, I believe, contemplated for next year. In all Desmond's stock have won 357 races, amounting in value to 138,671 sovs., and I may perhaps add that his winners for this year include Aboyeur, 6,450 sovs.; Craganour, 2,290 sovs., and sold for 30,000 guineas; Stornoway, 3,509 sovs.; Hapsburg, 2,833 sovs.; Fairy King, 1,186 sovs.; Lomond, 670 sovs.; Queensland, 876 sovs.; Bobbina, 186 sovs.; Cassim, 200 sovs.; Kerry, 100 sovs.; and Melleray, 92 sovs. I have not, I am sorry to say, a complete list at hand of the mares foaling to Desmond this season, but I can account for nineteen,

among them Mr. J. Buchanan's lovely mare, Palmy Days, who has a colt foal, a remarkably good-looking one, too, I am told. When Stockwell—the Emperor of Stallions—died in 1871, the gap left by his loss was almost immediately filled by Hermit, who in his first season at the stud got Holy Friar, brilliantly successful as a two year old in 1874; but where an equally worthy successor to Desmond is to be found I do not know. Prominent among the leading sires of the season, as far as it has gone, are Desmond himself (dead), Sundridge (gone abroad), Isinglass (dead), Robert le Diable, Picton, William the Third, Persimmon (dead), Spearmint and, lower down in the list, the grey Roi Hérode, sire of The Tetrarch, a splendid advertisement indeed for his young sire. Some of the credit—possibly a great deal—attaching to the sire of such a colt as The Tetrarch belongs also to his dam, Vahren (2), a beautifully bred mare by Bona Vista (4) out of Castania, a half-sister, by the way, to that very speedy mare, Dornroschen. *Propos* of this breeding, it is interesting to note that the Sundridge yearling filly, bought by Mr. Mantascheff last week for 2,100 guineas, is out of Marsovia, by Marco out of Castania, granddam, as I have just mentioned, of The Tetrarch. With the exception of Jest, winner of this year's One Thousand Guineas and Oaks, few of the daughters of Sundridge, if any, have been of much account from a racing point of view; but I should be surprised if Mr. Mantascheff's recent purchase fails to race, and even if she does, she is worth every penny of her purchase-money as a brood mare. Mention of last week's bloodstock sales reminds me that on Thursday we saw the first of the Bayardo yearlings, a small but neat sort of colt, showing little or no resemblance to his sire except in his depth and heart room. Mr. E. Barton bought him for 810 guineas, and the most will be made of him by Medcalf, into whose stable he has gone. Mr. A. M. Singer was the principal buyer when the horses in training belonging to the Duke of Devonshire came into the ring, for he gave 2,600 guineas for Preferment and 5,200 guineas for Taslett, their probable value as brood mares being, I should think, duly and amply taken into account. The best price paid for any of Sir R. Waldie Griffith's horses was the 1,300 guineas paid by Captain Homfray for Hounam, and the best bargain of the Tuesday sales was, I think, Brotherstone—another of Sir R. Waldie Griffith's—bought by Mr. E. Barton for 710 guineas. On Wednesday W. A. Higgs, the well-known jockey, did well with his yearlings, getting 1,200 guineas from Lord Derby for a slashing colt by Chaucer out of Rhondda, 600 guineas from Batho, the Alfriston trainer, for a colt by Polymelus out of Margaret Ada, and 480 guineas from Mr. J. St. V. Fox for a colt by Pipistrello out of Minnow. The best prices of the day were, however, the 2,400 guineas paid by Mr. E. Dresden for the Duke of Devonshire's yearling colt by Your Majesty out of Claque—a fine, well-grown colt he is—and the 1,500 guineas at which the same buyer took Mr. W. Murland's filly—sister to Sunbright—by Sundridge out of Ella Cordery. On Thursday Mr. F. Luscombe did fairly well, disposing of seven yearlings for 3,405 guineas, but the best price realised was that—1,750 guineas—paid by Mr. Lushington for Major Loder's colt by Spearmint out of Spring Chicken. Spearmint, by the way, had three winners last week—Cyklon, a very nice colt indeed, winner of the Maiden Three Year Old Plate, out of Cyanean 6, by Cyllene 9; Lance Chest, winner for the second time of the Princess of Wales' Stakes, out of Chestnut Sunday 9, by Bushey Park (1); and First Spear, winner of the Princess Plate on Friday—a very nice filly this—out of Third Trick (1) by William the Third (2). It might, perhaps, be worth noting that Mr. A. James' filly, At Last, winner of the Hare Park Handicap, is by Great Scot 11, who will be sold at the sale of the Cobham Stud bloodstock on the 21st inst. Great Scot won the Australian Cup and two Viceroy's Cups among other races, and, after years of hard work abroad, showed fair form in

this country. Last week's racing was more interesting than eventful, but the ease with which Ambassador won the July Stakes and Stornoway the Fulbourne Stakes served to draw renewed attention to The Tetrarch.

TRENTON.

POINT-TO-POINT RACING.

WE regret both the manner and the matter of the reply of the Grand National Hunt Committee to the Association of Masters of Hounds on the subject of point-to-point meetings. The tone of the reply is almost offensive, for there is an implication that the opinion of the Masters of Hounds on this subject is of no value, and their facts are not to be depended on. Yet it is difficult for the ordinary man to understand how anyone can know more about point-to-point meetings than the Masters of Hounds, or whose opinion could be more weighty. Public opinion among sportsmen will naturally tend to two conclusions—either the Grand National Hunt Committee have not studied the question of point-to-point meetings or they are anxious to discourage or even to destroy them. Even in their own interest the Grand National Hunt Committee's attitude is difficult to understand. Steeplechasing is not in so prosperous a condition, nor so highly esteemed among sportsmen, that we should have supposed it desirable to discourage point-to-point races, which should be feeders to the steeplechase meetings, and whose supporters would include many of those hunting-men who would be likely supporters

of Grand National Hunt meetings. We are sure that in the interests of steeplechasing the Grand National Hunt Committee cannot afford to quarrel with a class of hunting-men who are most likely to yield recruits to steeplechasing. It was, besides, too early in the controversy to indulge in threats or warnings which are threats in disguise.

The controversy at present stands thus: The Masters of Hounds wrote to the Grand National Hunt Committee to say that the new rules had been tried and that they had not worked well, and to request to be allowed to return to the old rules. To this the Grand National Hunt Committee replied that the Masters of Hounds' opinion was, in their opinion, "no evidence" that the new rules were not working well. (That this is so is a

matter of common knowledge among all hunting-men.) The Masters of Hounds naturally replied that the opinion of race committees and themselves was sufficient evidence of the failure of the new rules. To which the Grand National Hunt Committee replied by a direct contradiction and a threat of disqualification for riders for a year and horses for ever if the new rules were not complied with.

The fact is, the Grand National Hunt Committee have gone beyond their powers and their scope, and the best plan would be for Masters and hunt committees to go their own way, take no overt steps, but just simply arrange their point-to-point meetings to meet their own requirements and those of the farmers, and leave the Grand National Hunt Committee to take the next step. Some hunts did this last year, and are still prospering so far as we know. We cannot imagine the Grand National Hunt Committee disqualifying all the horses and men in, say, the Pytchley Hunt, because they persisted in holding their meeting on the Hopping Hill course, or the Grafton because they had some regimental races in addition to their ordinary programme. At all events, it would be a very bold course, and one not at all likely to benefit the Grand National Hunt Committee or the sport they are interested in. This is no time for sportsmen to make war on one another, but the Grand National Hunt Committee were the aggressors, and the sooner they make a graceful retreat from an untenable position the better for themselves. It is one thing to check abuses in a sport, quite another to turn it upside down or to lop off a flourishing branch without any apparent reason for doing so.

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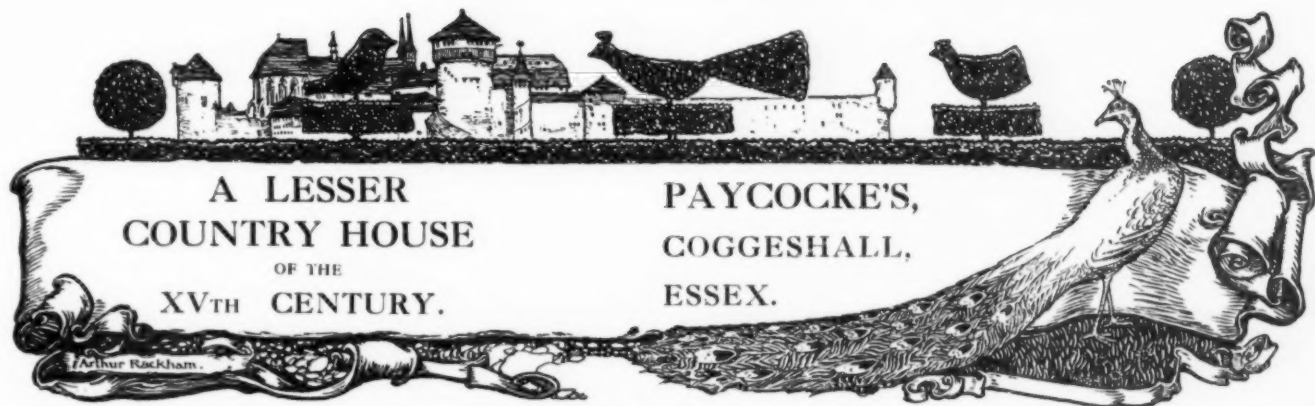
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PAYCOCKE'S is a very notable example of the small but richly treated timber houses which mark the large prosperity of the mediæval cloth-workers of Essex. A few years ago it was acquired by Mr. Noel Edward Buxton, M.P., who thus brought back into Buxton ownership a house which had belonged to them for about two centuries before 1751. Our first knowledge of Paycocke's comes from the will of John of that name, who in 1505 devised to his son Thomas "my house lying and bielded in the West Street of Coggeshall afore the vicarage there." On the exquisitely carved oak rafters of the hall ceiling are the initials "T. P." and "M. P.," accompanied by a merchant's mark which was used by succeeding Paycockes. The initials "T. P." and the same mark are also to be found on the carved oak frieze which runs along the street front, and they may safely be attributed to Thomas Paycocke, third son of the John Paycocke who died in 1505. John was a prosperous man, and doubtless built the house for his son and daughter-in-law Margaret, whose initials, "M. P.," appear on the hall ceiling. Quite likely it was a wedding gift to start the young people in life. Thomas Paycocke died in 1518, and his will is a delightful and characteristic document. Among many pious bequests

he provided for a "tryntall of priests" to be at his burial and at "dirige, lauds and commendacions." A month later three masses were to be said. Children with torches were to be at his burial, and on the "month day" twenty-four of



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THE BIG DOORWAY

"C.L."



Copyright. STREET FRONT FROM NORTH-WEST. "C.L."

them were to attend in rochets with tapers in their hands, "and as many as may be of them, let them be my god-children." Nor did Paycocke forget the clergy of his own and of the neighbouring towns, where he also had family and business interests. The Abbot and Convent at Coggeshall were to have a broadcloth and money for masses and tryntalls. The Friars of Clare not only received twenty shillings, but at the next Lent after Paycocke's death "a kade (cask) of red herring." The Grey Friars of Colchester and the Friars of Maldon, Chelmsford and Sudbury had bequests for masses and the reparation of their houses. Nor did he forget his civic duties. Sixty pounds he left to repair the "foul ways"—a town-planner born out of due time! To Margery and Margaret Horrold he left twenty pounds apiece. Apparently Margery was a troublesome lady, for Paycocke adds, "if the said Margery make any business and trouble with my executors, I will that her part be otherwise bestowed." The craftsmen who worked for him had good reason to bear him in pleasant remembrance. There are bequests of money, gowns and doublets to his weavers, fullers, carders and spinners. The house which is the subject of our pictures was to go to a child expected but yet unborn, of whom we know nothing—or, indeed, if he or she survived to inherit. The next owner was a Paycocke, but of John of that name, who died in 1584, the parish register records that



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FROM THE NORTH-EAST.

"C.L."

now, and had intermarried with the Paycocks. They held the property until the year 1756, when it passed into other hands for more than a century and a half. The house itself, in its first form, was probably a simple oblong. The projections on the garden front seem to be of later date. It is built wholly of oak framing, with great posts more than a foot square. Its original plan consisted of four rooms on the ground floor and four or more above. It must have been soon after its first building, perhaps in the time of Thomas Paycocke, that the inconvenience became apparent of not being able to get to the back save by passing through the house. A broad way was therefore cut through from the road to the garden at the eastern end of the house; but we cannot regret the change, because it made necessary the magnificent pair of linen-fold panelled doors which appear in our pictures. As this passage occupied the best part of one of the original rooms, the remaining portion was thrown into the next room, which thus shows two ceiling treatments. There are plain, chamfered beams in the original eastern room, and elaborate



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A BEDROOM.

"C.L."

roll mouldings in the second room, with which it is now incorporated. About the same time, this enlarged room was lined with linen-fold panelling. In the present day, when it is so fashionable to restore old houses by adding scraps to them rescued from other buildings, it is of interest to note that the Paycocks were of the same mind. The gateposts of the great doors of the passage way were certainly not new when fixed, for the mortices of the sill are much above the road-level, and neither the initials nor mark of the Paycocks appear anywhere on the gateway. The hall ceiling was the most elaborately treated of them all. The beams and rafters are carved with delicate tracery such as is seen in many Essex churches. It goes to



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PAYCOCKE'S: THE GARDEN SIDE.

"COUNTRY LIFE."

he was the "last of his name in Coggeshall." Soon afterwards, Paycocke's became the property of the Buxtons, who have been Coggeshall men from the middle of the sixteenth century until

gateway. The hall ceiling was the most elaborately treated of them all. The beams and rafters are carved with delicate tracery such as is seen in many Essex churches. It goes to



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CEILING BEAMS IN HALL.

"COUNTRY LIFE."

show that the craftsmen of those days knew no distinctions between domestic and ecclesiastical work. They just carved the beautiful conventional detail of their time on whatever building called for decoration.

Some time, probably during the nineteenth century, the house suffered some destructive alterations. The old habit of treating most rooms in simple houses as passage rooms led to the setting up of a partition, and much of the carved work was ruthlessly cut away to serve the needs of a new standard of convenience. Most of the internal work was plastered over, and much of the old work about the windows destroyed to make way for modern frames. About twenty years ago Paycocke's passed through a time of great danger. It was proposed to demolish the house and to use its timbers and carvings in another building. Happily, vigorous protest was made, and fortunately with success. The house was bought by

Mr. Charles Pudney, who did some necessary repairs, including a new roof. When it came into Mr. Noel Buxton's possession further work was undertaken under the direction of Mr. P. M. Beaumont, and the work has been carried out in an admirable and conservative spirit, mainly by Mr. W. Beckwith of Coggeshall. A plague of pale blue paint which vulgarised the oak-work of the hall was removed, the plaster which hid the ceilings was stripped off, and the fine carved beams revealed in all their original beauty. Some of the detail, indeed, both within and without, had wholly disappeared, but the necessary renovations, including all the windows on the street front, have been well done, and once more Paycocke's stands out as a fascinating example of the beautiful carpentry of the fifteenth century.

The writer of this article is much indebted to Mr. G. F. Beaumont, F.S.A., for permission to utilise a valuable paper on the house, which is to be found in Vol. ix of the Transactions of the Essex Archaeological Society. L. W.

AGRICULTURAL NOTES.

A COMING NEW PLOUGH AND CULTIVATOR.

HAVING heard that a new model implement for ploughing or digging the land would be on view at the Royal Show, I made straight for it on entering the yard at Bristol, and, on finding it and watching its action, felt convinced that in all that vast enclosure there was nothing more worthy the attention of farmers. Probably it is not perfect—few models are—but it is highly suggestive of great possibilities. The inventor (perhaps I had better not mention names) has long been preaching "disintegration," and once produced an implement which smashed up clay soil into dust; but this new plough does not go so far as that. Its object is to break up the land thoroughly and cheaply, and this it appears to do, for it has already received the blessing of one of our greatest living agriculturists. Its inventor claims for it the following long list of advantages: "(1) The plough breasts help to push the implement forward instead of pulling it back. (2) Ploughs a breadth of nine furrows at once. (3) One man can handle it easily. (4) Turns practically in its own length. (5) Ploughs off its own headlands. (6) Requires no water or coal carting. (7) Puts no pressure on the subsoil. (8) Leaves no pan to hold water. (9) Cultivating tines or discs can be substituted for plough breasts. (10) Tools can be detached from motor as easily as unharnessing a horse from a cart. (11) Motor available for every kind of farm work. (12) Costs less than three-horse ploughing and is much more effectual. (13) Works all harvest while horses are engaged in carting. (14) Saves horse-keep and horse-flesh. (15) Completely solves the problem of power—spade—husbandry. The motor is driven by oil-fuel. As the machine is not yet on the market, nor even being made for sale, here is no question of advertisement, but we are dealing with great principles



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THE PANELLED ROOM.

"COUNTRY LIFE."

which affect intimately the future of agriculture. All who have studied the subject agree that the great desideratum is effective cultivation economically carried out, more especially of our clay soils, and that, so far, there is a vast field for improvement on our present methods. Horse labour is slow and expensive, and often unavailable just when most required—for instance, during harvest time. Steam cultivation is costly and cumbersome, for the tackle requires too much waiting on with coal-carts and water-carts, and I venture to say that an invention which would work rapidly, cheaply and effectively, while being quite independent of the horse, would go far to revolutionise our present imperfect system.

Since the days of Jethro Tull, two long centuries ago, the tillers of the soil have been but slow travellers on the road indicated by that great man, who certainly lived before his time. It seems to me that too much attention has been paid to what we call manuring, and far too little to those mechanical means which are required to let loose the forces of Nature herself. How many farmers recognise that only five per cent. of the weight and structure of a crop of corn is derived from the soil and that the remaining ninety-five comes from the air? A large proportion of the good work done by farmyard manure is due to its mechanical action in conducting air, charged with nitrogen, to the roots of the plants, and this action can be vastly augmented by thorough disintegration of the soil itself. At a comparatively recent date some experiments were carried out in Essex to test the value of clay soil as a manure when reduced by machinery to impalpable dust. I have not the figures at hand, but the leading facts were as follows: Farmyard manure, supplemented by a heavy dressing of artificials and applied to mangold, was tried against fifteen cartloads per acre of the clay dust with no other manure, and the crop was the heavier with the latter application. It was also used for barley with brilliant success. Have we not here something to set us thinking of the enormous natural reserves in the soil itself waiting to be set free? We cannot dispense, of course, with chemical manures at certain stages of plant growth, but, as a recent writer puts it, "the only way in which the inorganic elements can pass into the composition of a living plant's organism is in combination with water." Each impalpable particle of soil is surrounded by a still more impalpable moisture or sweat, and this, combined with rain and solar heat, can be assimilated by the plant. Natural plant food can thus be obtained only by fine tilth derived from thorough cultivation.

The rest of the machinery fell very little short of this plough in interest. Indeed, the practical character of the Royal Exhibition was remarkably exemplified in the collection of implements and material for use on the land, and the practical farmers of the West seemed to find this part of the exhibition extremely attractive. In spite of the more stirring character of the incidents in the ring, where a superabundance of parading and jumping was provided, the part of the show devoted to machinery was never without keen critics and enquirers.

A. T. M.

KENNEL NOTES.

SCOTTISH TERRIERS.

A CHARMING picture is presented by the brace of Scottish terriers here illustrated, the property of Mrs. George Cornwallis-West. Pixie and Nixie they are called, and one needs no telling to see they are well bred. They carry more coat than is found on the show dogs, but that merely means they have been left as nature made them. Once on a time these fine little terriers were known as "Aberdeens," but I have never yet learnt that they had any special association with the granite city, and custom has decreed that the term should become obsolete. What can be said of the Scottie that has not already been well said by his admirers? One of the most delightful tributes has been paid by Mr. W. L. McCandlish, who is blessed with literary gifts denied to most of us. "Once anyone has owned a Scottish terrier possessed of the genuine character all other breeds of dogs are regarded as merely dogs, while the Scottish terrier is a personality. He may have taken upon himself the outward appearance of a dog, and the biologist may classify him as such, but those who have close acquaintance with him know that the outward form is a deception, and that within is a spirit more human than dog-like. It would seem as though a gallant and noble-minded race of men had been condemned for some cause to inhabit the frame of a dog."

A LETTER FROM KOREA.

A correspondent from far Korea sends me an omnibus letter touching upon several topics of general interest, and it may not be out of place, therefore, if I comment upon it here. In the first place, he asks if the following occurrence is unusual: "My bitch had a litter of six puppies, of which I kept three. She was in bad health and very anæmic. One of these three soon died, and another bitch in the house shortly afterwards took charge of the remaining two, completely ousting the true mother. Before asserting herself completely she had gradually become full of milk, and was continually worrying to get charge of the puppies. The mother herself showed no jealousy, though always fond of the puppies, and ready to nurse them as if she had them to herself." Such an incident is in no way unusual. A secretion of milk frequently takes place in bitches that are not being bred from at the date the puppies would appear, and some of them are only too glad to foster any youngster that is available. The process of suckling encourages the flow of milk, which, under other circumstances, should dry up in a few days. It is always advisable to keep an eye on a bitch at this period, for occasionally one meets with cases in which the secretion of milk becomes so considerable as to cause inflammation of the mammary glands, possibly followed by the formation of ulcer or tumour. If the udder is hard and swollen, it should be immediately rubbed with camphorated oil and a saline laxative administered, while the food should be dry and diminished in quantity for a few days. Should the udder or one of the teats appear painful, a little milk may be drawn off, though this is to be avoided except in extreme cases, as the supply is only increased thereby. Trouble in these glands is by no means uncommon among nursing mothers, more often than not being due to inattention. Sometimes a single teat for some reason or other is avoided by the puppies, and may be the source of mischief unless it is kept in action. At the time of weaning the dam should be rubbed with camphorated oil to facilitate the process of drying, and if an abscess then forms it must be opened and freely drained, first being softened by the application of hot poultices. With regard to a further question, œstrum lasts for nearly three weeks, and nothing can be done beyond confining the bitch when not being exercised and taking her out on a lead.

DOGS IN HOT CLIMATES.

My correspondent does not mention the breed of his dog. In China, I believe, chows are fed mainly on rice; but the dietary he mentions—rice and beans—does not seem very suitable, and it is not surprising that his bitch should be anæmic. Rice in combination with plenty of meat is useful, but in itself it contains few of the properties needed by the canine economy. It is very deficient in nitrogenous and fatty substances. Ordinary Spratt's biscuits, I assume, are not easily obtainable, otherwise they would be far preferable. Meat in the East is said to contain less nutriment than in this country, and on these grounds a writer in the "Kennel Encyclopædia" advises giving even more than we should here, save that in the hot weather he would reduce the quantity, using the soup to moisten and make palatable bread or rice. The food mentioned by our correspondent would not cause worms, but if given very soft the consensus of opinion is that conditions are set up which encourage the multiplication of parasitical life. Turpentine is a dangerous anthelmintic, owing to its action upon

the kidneys. Freshly powdered areca nut, in the proportion of one grain to every pound the animal weighs, is far more satisfactory. This should be given on a fasting stomach in the morning, and followed in an hour with a dose of castor oil. A little sweet syrup with the areca nut will probably prevent the vomiting which sometimes occurs.

I doubt if our correspondent's friend found tapeworms in the heart of his bulldog. Even perforation of the intestine is rare. There are thread-like parasites, however, known as filaria, which, multiplying rapidly, sometimes form a considerable mass in the heart, principally in Far Eastern countries or the Southern States of America. One authority has recorded that a *post mortem* examination rarely failed to disclose the presence of these parasites, although there may have been no symptoms noticeable when the animal was living. Convulsions, an impoverished condition or disturbance of the heart beats are to be looked for. As the larvae are first passed into the circulatory system by means of drinking water, boiling this wherever possible is a precautionary measure



PIXIE AND NIXIE.

to be recommended, and diuretics administered occasionally serve a useful preventive purpose. Dog-keeping in hot climates presents many problems with which, fortunately, we are unfamiliar. External parasites are numerous, the heat is a great bugbear, and wild animals exhibit a lamentable taste for canine flesh. In spite of these drawbacks, wherever our countrymen go they must have a dog or dogs.

A. CROXTON SMITH.

CORRESPONDENCE.

A POODLE WITH SKIN IRRITATION.

SIR,—I have a French poodle about twelve months old which scratches and bites itself continually. It began some months ago, when I treated it for worms, but could find no trace of them. As the trouble grew worse, I took it to a vet., who said it had canker not only in its ears, but apparently all over its body, and gave me some oily preparation to drop in its ears. This does not seem to have had the least effect. I do not think it scratches its ears more than any other part of its body, and I can see no trace of redness or roughness anywhere on its skin. It is constantly biting its legs, and is scarcely still for a minute. It is also very thin, although its appetite is good and its spirits excellent. Knowing that you sometimes give advice in such matters, I should be extremely obliged if you could help me or give me some idea of what is the matter with the poor little beast.—S. D. A.

POLO NOTES.

THE POLO MATCH OF THE SEASON.

SATURDAY'S was a memorable Inter-Regimental Cup final. It was the close of a tournament for which the number of entries was a record. In no tournament of recent years have so many good teams competed. For a parallel we have to go back to 1893-4-5, when the 10th Hussars, the 13th Hussars, the 4th Hussars, the 17th Lancers and in Ireland the 15th Hussars themselves were the principal regimental teams, while other regiments sent teams led by famous players, the 12th Lancers by Captain Egerton Green, the Scots Greys by Captain Bulkeley Johnson; while the Inniskillings, under Colonel Neil Haig and General Remington, who were subalterns, the latter being adjutant, were working up the famous team which eventually won the cup and incidentally helped to bring in the present game of hard hitting and a strong attack of four men covering much ground, with the ball fed to them constantly by strong, back players. In fact, Colonels Remington and Haig anticipated a style of play which the modern game has proved to be effective, but which does not yet prevail even in soldiers' polo as much as might be expected.

THE SEMI-FINALS OF THE INTER-REGIMENTAL CUP.

One by one the various teams dropped out of the competition. Some were outplayed, others outponied. The 9th Lancers, excellent as individuals, failed as a team. As in the International so in the Inter-Regimental matches, Captain Edwards disappointed

at first-class polo which the Inter-Regimental polo brings; but it is as possible to have too much as it is to have too little practice. But to return to the great and, as it proved, the decisive match of the tournament, when the 20th Hussars—Major Cawley, Captain Mangles, Captain Hurndall and Mr. H. M. Soames—met the 1st Life Guards—Lord Hugh Grosvenor, Captain G. Miller-Mundy, Major E. H. Brassey and Captain L. H. Hardy. It was not long after the start when it became clear that the Life Guards' forwards—Lord Hugh Grosvenor and Captain Miller-Mundy—were very quick on the ball and very keen in attack. The former, after a short struggle, suddenly swooped on the ball, and with a fine near-side stroke took the ball clear. Then he sat down to ride and hit. Unshaken by a hot pursuit and unhindered by the pace, he hit chiefly on the near side with clean strokes, which, catching the ball fairly, kept the player's control of it and its consequent direction to the goal, so that when the chance came, the ball was in the right position and a score followed. Major Brassey (after the combination and dash of his team had worked the ball down) cleared it neatly from the boards and scored again. The first period came to an end with the Life Guards leading as the consequence of a fine attack well sustained. Then the Hussars began to work together, and there is no more perfect team nor any better No. 3 than Captain Hurndall. He is as judicious a leader as we have seen this season, if we except Mr. Buckmaster. Indeed, it was he who made the Hussars' first goal, because



W. A. Rouch.

THE INTER-REGIMENTAL FINAL: HORSEMANSHIP AND A NEAR-SIDE STROKE.

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us. In a handicap tournament he would now hardly carry his weight, and the way in which the 20th Hussars defeated the 4th Dragoon Guards, who had already won their tie easily from the 9th Lancers, shows that the latter are at present very far from the front rank of Service polo. Of course, it is true that the 4th Dragoon Guards were a better team than in the semi-final, for in Captain C. F. Hunter they have one of the very best polo players of the day; but he is very uncertain, and was not like the same player when the 4th Dragoon Guards met the 20th Hussars in the semi-final. The last-named team are for three or four periods one of the best teams of the day, but are apt to lose cohesion at some period of the game. Of all the teams of the day, they are the most perfectly combined, with the possible exception of the Pilgrims at their best. This brings us to

THE GREAT MATCH OF THE TOURNAMENT

between the 20th Hussars and the 1st Life Guards. This was not only the great game of the tournament, but of the season. No other tournament has shown anything like it for sustained play of high quality. This match put the 1st Life Guards out of the semi-final, which consisted of two of the best teams and two moderate ones, though it seems to me, as I watched them play, that the 16th Lancers had great, though as yet unfulfilled, possibilities of working up into a first-class team hereafter. But it is clear, from the result of last Saturday's match, that the 20th Hussars were at the top of their form when they beat the 1st Life Guards, and they were, as I suggested before, possibly a little stale on Saturday. Teams are eager, and naturally so, for the opportunities for practice

he was in the right place to take advantage of Captain Mangles' judicious passing and placing. Captain Hurndall it was also who, seeing his chance, came up into the game with the ball, and, with his men holding off their opponents when the goal-posts were clear in front of him, he made a well-judged, well-aimed shot at the posts and scored. A goal was scored by Major Cawley after the team had worked the ball down with good combined play. Then in the fourth period came some rapid exchanges and a sharp struggle, and the scores were equal. Then Captain Mangles took a nicely-placed ball through the posts. This brought us to the fifth period with the Hussars leading by two goals. Then came a great example of fine polo by Lord Hugh Grosvenor. Seeing his chance he took possession of the ball, and utterly refusing to be ridden off or put off his stroke he scored one of the best goals of the day. His play showed just that grasp of the opportunities of No. 1 which other players often lack. No sooner was the ball thrown in again after the change of ends than the Life Guards' No. 1 swooped on it, and driving his pony and the ball hard and following up his stroke well scored again. The excitement was now great. It is only at an Inter-Regimental tie that an even score (it was now five all) creates such breathless interest in the spectators. The Hussars' No. 2 (Captain Mangles) then made a pretty run, and scored. Then the Life Guards began to press hard on their opponents, but could find no weak spot in a fine defence until Captain Miller-Mundy, lifting the ball high, made a goal (score even at six all). In the seventh period there was a beautiful instance of turning defence into attack, and making the

latter effective by combination, when Mr. Soames met the ball and placed it for Captain Hurndall, who proved that he could take easy as well as hard chances at goal. But a moment later Major Brassey scored, and the final bell rang when the score was at seven all. The extra time screwed up to the highest pitch of excitement the feelings of the spectators. The Life Guards had never won an Inter-Regimental Cup, and their friends were very keen; but the match was decided by a beautiful stroke under his pony made by Captain Hurndall, which went through the posts. All one can say is that the teams were as nearly equal as teams can be, that no better or finer match has ever been seen even in the Inter-Regimental, and that is saying much.

THE FINAL.

Whether the 20th Hussars and their ponies had not recovered or whether the 15th Hussars are indeed a very strong team, it is hard to say; probably both causes led to defeat of the 20th Hussars by 12 goals to 3 in the final. It was, indeed, a rather disappointing game, and was, on the whole, the least interesting of the tournament. It is clear that the 15th Hussars thoroughly deserved their victory, and they had no especial luck, for if, on the one hand, they had no such severe struggle as the Hussars against the 1st Life Guards, yet they had not had the same amount of practice together, seeing that Captain Barrett has had to play for the Quidnuncs both in the Champion Cup and the Ranelagh Open Cup. The smoothness with which the 15th Hussars won against the Queen's Bays, and the small impression made on them by such a team as the 16th Lancers, had in a measure prepared us for the event.

THE RANELAGH OPEN CUP FINAL.

After a series of matches not less interesting than those in the Champion Cup, the Ranelagh open tournament came to an end on Saturday. The Ranelagh Polo Committee had been anxious to avoid clashing with the Inter-Regimental final, more especially as Captain Barrett was playing in both games. However, it was not possible to get the teams together on Tuesday, as had been hoped, and it thus became inevitable that the two great finals fell on the same day. The Ranelagh Club did what they could by fixing their game for six o'clock, and Captain Barrett's task at Hurlingham was, as we have seen, an easier one than might have been expected. It would perhaps have been too much to expect that any one man should be so fortunate as to play in the winning teams of the three principal tournaments of the year. As it was, Captain Barrett achieved a record by playing on consecutive Saturdays in the winning teams of the Champion and Inter-Regimental Cups. I do not think that the Quidnuncs lost anything, because Captain Barrett had already played in one tournament. The victory of the Tigers

was due to the fact that they were, on the whole, the better team and had better fortune. It is always disconcerting to a team to lose a player in the course of the game, and Captain Tomkinson's accident and the substitution of the Duke of Penaranda was (without instituting any comparison between the players) bad luck for the Quidnuncs. Such changes upset the combination, especially if they occur late in the game. At all events, Count de Madre is to be congratulated on his success in a first-class tournament, the first attained by the Tigers. It has been long waited for and is the result of much hard work and a large expenditure of money and judgment in the selection of the fine team of ponies on which Captain Ritson, Captain Cheape, Mr. Railston and the Count himself were mounted on this occasion. No one can say that the Cup was won by the Tigers out of their turn or by anything but sheer good play. It was a great matter to defeat the champion team of the year, and the way lies open for a possible success in the contest for the greatest trophy of the polo season—the Coronation Cup next Saturday. We can congratulate the Tigers without reserve, but I am bound to say that I still hold that the success of these teams, horsed and financed by rich men, is not an unmixed advantage to the interest of the game of polo—an opinion which I share with not a few others who are interested in the game. X.

CORRESPONDENCE.

POLO AT CAIRO.

SIR,—I am sending a photograph of the 3rd Dragoon Guards B team which won the COUNTRY LIFE salts here last season. I do not know whether you would consider it good enough to publish. Names, from left to right: Captain Leslie, Mr. Elliott, Captain Wright and Captain Thacker. Three members of



THE COMPETING TEAMS.

opposing team (white), also reading from left to right: Younsz Pasha, Captains Ritson and Dunbar. Mr. K. H. Marsham, umpire.—J. F. HODGKINSON.

ON THE GREEN.

By HORACE HUTCHINSON AND BERNARD DARWIN.

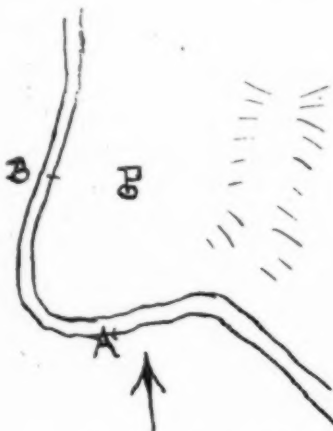
A QUEER CASE UNDER THE RULES.

VERY curious question, involving a point of general interest in regard to a rule of golf, has arisen in connection with that short hole at Ashdown Forest which enjoys what probably is the unique distinction of having a capital endowment. That endowment was no less in original amount than a five pound note, invested at compound interest under the conditions that the accumulated dividends shall be taken, from time to time, by anyone doing the hole in one stroke at a medal competition. No demand on the accumulation has yet been made.

In order to understand the fine point that has arisen it seems most simple to present the reader with a plan of the way in which the hole, placed rather high on a plateau, is guarded by the Quaybrook, dividing the parishes of Hartfield and Forest Row, and meandering, serpent-wise, about the green. In one of the folds of this very guileful serpent lies the green, as shown in the accompanying illustration. There is no complication about this diagram which should place it beyond the comprehension of the ingenious golfer. The line of the stream is evident, so is the place of the hole, with the

flag in it. The arrow indicates the line that the player's ball travels, if it is straightly hit, on the way from the tee to the hole. The disaster that most often happens when the ball is not quite straightly hit is that it goes over the green and into the brook at the point marked B. This it may do either on the full pitch, on the long hop, or otherwise after pitching on the green.

Now the obvious thing to do, if you find your ball in the brook at the point B, is just to go on the further side of the brook from the hole, keeping the point B between you and the hole, there, on a penalty of one stroke, to drop your ball as the rule directs and so loft over, as best you may, to the green. It is a very "kittle" shot to play, because the green is abominably narrow, and unless your ball sits very cocked up, which it never does, off you drop, and unless the green be very heavy, which it seldom is, it is, humanly speaking, impossible to get the ball, played from that angle, to stay on the green at all. That being the case, it occurred to some local golfer, gifted with a resource that merits his immediate advancement to Cabinet rank, to look up Rule 27, which governs the dropping of a ball thus finding its way into a water hazard, and there he read the following instruction: "The player



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may drop a ball under penalty of one stroke either (a) behind the hazard, keeping the spot at which the ball crossed the margin of the hazard between himself and the hole, or, (b) in the hazard, keeping the spot at which the ball entered the water between himself and the hole."

The words on which I would have you keep your eye, as if they were the ball that you were about to hit, are those "keeping the spot at which the ball crossed the margin of the hazard between him and the hole." The ingenious person who first appreciated the full merit of these words as they applied to this richly endowed island hole at Ashdown Forest observed that the ball which went into the brook at B, as a matter of fact, "crossed the margin of the hazard" at A. It is an observation which quite possibly might not have occurred to him, or, at all events, might not have made so strong a claim on his appreciation but for this highly important element in the case, that the approach-shot, which is so difficult as to be nearly impracticable if you drop the ball behind the point B (that is to say, keeping that point between you and the hole), becomes quite a simple one if you drop behind the point A. You then have the whole length of the green to run the ball up, and ought to have a very good chance of holing in two off your drop. There is every inducement, therefore, to such a reading of the rule as shall entitle you, perhaps order you, to drop, not behind B, but behind A. Is that, or is it not, a right reading of the rule? It is not to be denied that, according to the letter of the rule, it has to appear the right, and perhaps the only right, reading, for indubitably the ball does cross the margin of the hazard at A, and that is the first spot at which it does cross its margin. It is all, from A to B, and ever so far on the other side of both these letters, one and the same hazard. But as regards the intention of the rule, I am equally sure that it is quite the wrong reading, and that the idea in the minds of its framers was that the ball should be dropped so as to keep the place at which the ball entered the hazard (not where it crossed its margin without entering) between the player and the hole. The phrasing of the rule was almost certainly devised with the intent of preventing a player from taking the benefit of a current floating the ball down nearer the hole than the place at which it "crossed the margin of the hazard." It is not beyond the powers of the imagination to conceive a hole beside which a stream went for its whole length, and if a golfer sliced his ball in off the tee, and it were a ball of the floating species, he might conceivably, but for this provision in the rule, watch it being gradually carried down the river until it came opposite the green, and might then and there pick it out and drop it. The use of water-power for the conveyance of the ball is not within legitimate golfing uses, and is, therefore, expressly excluded by this rule. But it is not to be thought that it was ever designed to give a player the advantage, by a literal interpretation of this "crossing the margin" clause, of dropping at a spot far from that where the ball actually entered the hazard, and so giving him an easier approach. Nevertheless, with the rule as it stands, it is difficult to see how legal objection can be taken to the dropping, in the instance under discussion, at A. The point is rather a curious one in its theoretic aspect, and it is also of some little practical importance, as the present case very clearly shows.

MR. ALFRED LYTTELTON.

IN another part of this paper the lamentable death of Mr. Alfred Lyttelton is written of at something more like adequate length. Great as Mr. Lyttelton was at all games of ball, it was not until he had given up all serious part in the games which require fleetness of foot that he devoted himself to golf; but since that time the Scottish game has known no keener player. With his gifts of eye and muscle, it is possibly surprising that he did not come into the first class of golfers, but among all who have chanced to play with him there is not one but will mourn the loss of a most generous, courteous foe, playing this game, as he played all others, whether grave or gay, in the very best and most sportsman-

like spirit. It is that charm of courtesy and perfect charity towards all men that endeared Alfred Lyttelton to the very large circle that had the privilege of knowing him. Better golfers we have known, but never one who played the game more purely in accord with its finest traditions; and in that, the highest sense, we may say that in Alfred Lyttelton we have lost one of the best of golfers as well as best of men.

TARIFF ON THE ST. ANDREWS OLD COURSE.

It seems rather a big thing that the Royal Assent should be required for the imposing of a tariff of one shilling a day for the privilege of playing on the Royal and Ancient Golf Club's course. It is not because the club is Royal and ancient that this assent was necessary, but because it does not, in fact, anomalous as its position is among modern clubs, own a course at all. The course which it keeps up is so far public that only by an Act of the Government of the Kingdom can the gratuitous freedom of the public of playing on it be curtailed, even to this very moderate extent. And whether that extent will suffice to reduce the numbers playing on the course to anything within reason remains to be seen, and may be doubted. It would be weary work to go through all the story of the difficulties which the club has encountered before it could arrive at this present consummation, which is, so far, satisfactory. It is to be hoped that this one shilling charge will really have some effect for good. It is a small sum, but then, those by whom the course has been encumbered in past summers have been "small" people—people in a small financial way, and also, in cases, people small of stature, mere children, tourists and their families, all disporting themselves on the finest golf course in the world, paying nothing for the privilege,

and quite incapable of appreciating the very fact that it was any exceptional privilege that they were enjoying. They would be quite as happy on the "Jubilee" or any other of the courses. It is to be trusted that the charge of one shilling will project them towards those other courses as in the line of least financial resistance; and the Royal and Ancient links will be a vast deal the happier hunting-ground for their going. The public should, therefore, know that the links are in no sense closed to them by this recent action; it is only that they will now be required to pay the not very exorbitant sum of one shilling a day for their golf at certain times of the year; and those who pay will have the more pleasure in the game by reason of the absence of those who shall decline to pay.

H. G. H.

LORD CHARLES HOPE AND THE FRENCH CHAMPIONSHIP.

Lord Charles Hope has just won a fine victory in the French Amateur Championship at La Boulie, beating Mr. Lassen at the thirty-seventh hole. Mr. Lassen is not an easy man to beat anywhere, and the thirty-seventh hole is the last place that one would expect a comparatively untried player to beat him at, so determined a fighter is he. Moreover, Lord Charles Hope, after having the match, as it appeared, safely "in his pocket," had cracked so badly that he had lost four holes out of five on the way home. Thus it was all the more creditable to pull himself together and win after all. The course that the match ran was another illustration of the curious ups and downs, both of fortune and nerves, so often seen at golf. We have seen it all so often before. One man has a winning lead and loses a hole or so; straightway he collapses entirely, and loses hole after hole till all his lead is gone. Then he suddenly puts his back to the wall, fights like a fiend, and wins after all. This is just what happened this time. As long as the holes were falling away "like snow off a dyke," the leader could do no good; as soon as the last had fallen, he was himself again and won gallantly. With youth and commanding height, and a fine natural, easy style

to help him, the winner seems to be quite one of the most promising of all the young golfers to-day.

THREE HOURS AND TEN MINUTES.

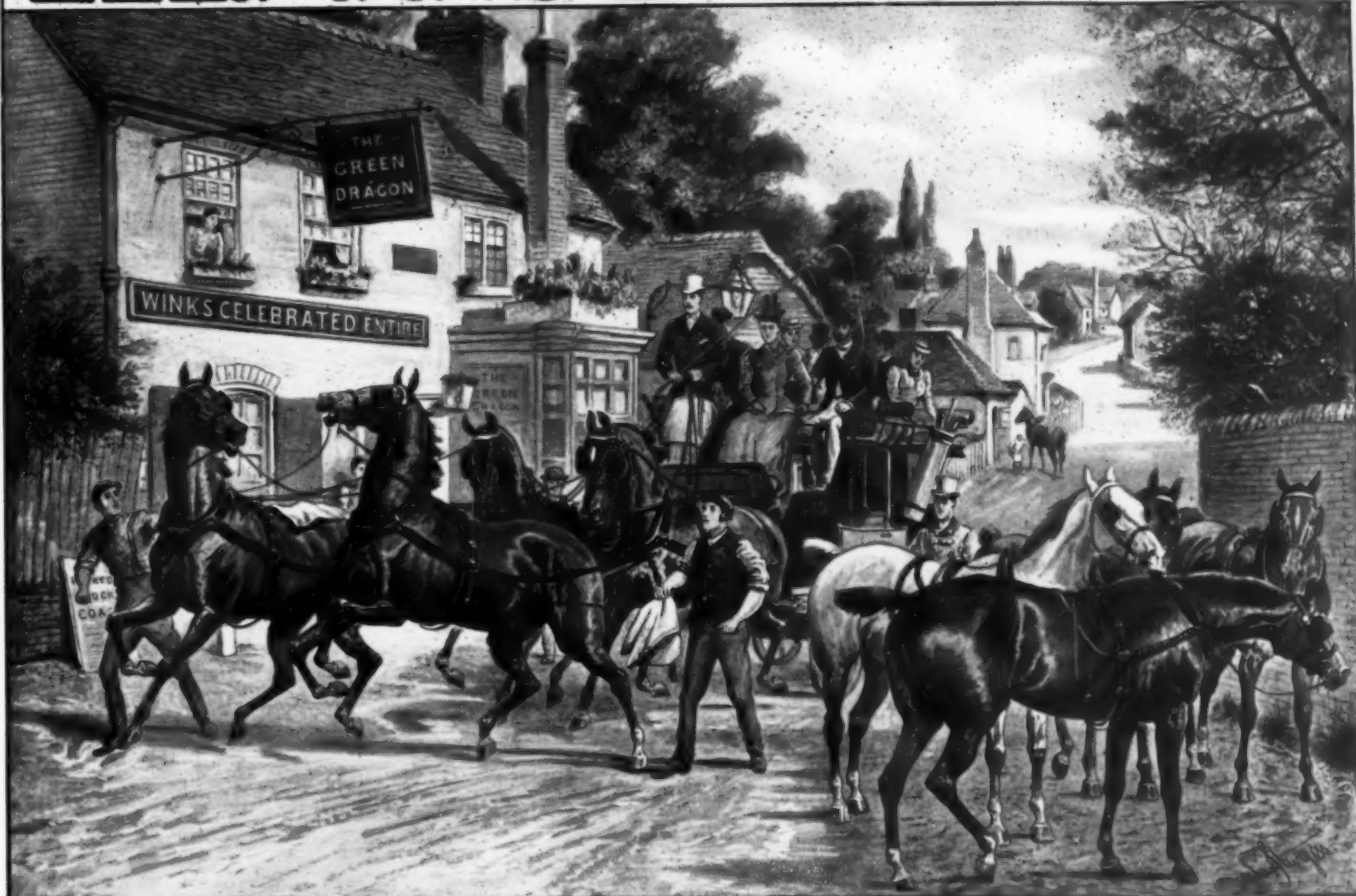
It was particularly appropriate that Lord Charles Hope should win, because it was he who had avenged our own amateur champion, who fell most unexpectedly in the first round before a young American golfer, Mr. Stearns. The most interesting feature of Mr. Stearns' game appears to have been the number of his practice swings, which competent observers put at an average of four—four full-dress-rehearsal swings—before each shot, and, before one very critical iron shot, six. Nor was this young gentleman left in undisputed possession of the record, because Mr. Karl Schmidt, in his match with Mr. Lassen, took three hours and ten minutes to play seventeen holes. As to poor Mr. Heinrich Schmidt, he has lost his supremacy altogether, and seems to be, as compared with these others, a perfect hustler. One cannot help thinking it a great pity that these good young golfers should make their golf so unattractive by this appalling tediousness of preparation. It may conceivably help a purely artificial golfer who has begun in comparative old age, but it cannot be necessary for a young player who, whatever he may add to it by taking thought, has primarily a natural game in him. No doubt these young gentlemen think that they do their game good by slowness, and, if they suddenly began to play fast, would feel the want of all their practice swings. But they surely might break themselves gradually, and both they and other people would be happier in the end. These young Americans play the game in every other way so admirably that one may be pardoned for wishing ardently for this one reform.

B. D.



LORD CHARLES HOPE.

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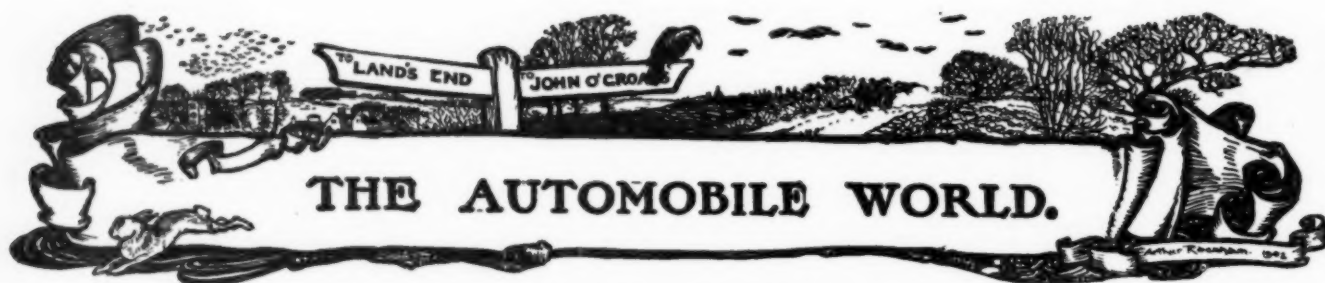
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RANDOM COMMENT.

THE producers and retailers of benzol have been quick to realise the opportunity of making a good profit out of motorists, and it is evident that the market for some time to come will be governed by the current price of petrol. The old maxim that the value of an article is what it will fetch is again exemplified in the case of the new fuel, and at present the retail value of benzol of suitable quality for motor-car use is only about threepence a gallon below that of first grade petrol, a sum exactly equivalent to the duty charged on the latter spirit. If the advantages claimed for benzol in the way of increased power and bigger mileage per gallon were always substantiated in practice there is no reason why it should not fetch as high a price as petrol or even more. The fact that consumers have to be offered an inducement in the way of lower price to use benzol shows that it is not all that it is claimed to be as a substitute for petrol.

First and foremost, there is the unevenness of quality in the benzol at present sold to motorists. It is notorious that much of the spirit now being retailed is quite unsuitable for use in motors, and in a few cases is even calculated to injure the engines. This is a matter which the producers themselves should see to if they wish to retain a very profitable market. It should be quite easy to arrive at a proper standard of cleanliness and freedom from sulphur, and motorists would be quick to insist on a guarantee that the spirit supplied to them conformed to the recognised standard. Another difficulty arises from the unsuitability of many carburettors for any fuel but petrol. Benzol is a heavier spirit than petrol, and to give the best results certain adjustments of the

float feed, jet and air intake have to be made. Some carburettors are easily adapted to the altered conditions, but in others benzol, through no fault of its own, fails to give satisfaction. This is a matter to which the car makers might devote their attention. As I have often pointed out, there is every indication that the days are past when the lighter petroleum spirits were the only available fuel for car use, and carburettors ought now to be designed so as to be readily adapted to fuels of widely varying specific gravities.

The view I expressed some weeks ago, that local authorities might be made legally liable for damage caused by wet tar, is endorsed by the Legal Committee of the R.A.C., which has been considering the matter. In the words of the committee's report: "If the whole width of the road is tarred at once and is not immediately covered with a suitable substance, with the result that it would be impossible for cars to proceed over the road, even at a slow rate of speed and with the exercise of the utmost care, without being bespattered with the tar, then the committee is of opinion that the persons responsible for the tarring of the road would be liable for the damage done by the tar." If this is good law, and it is not unreasonable to suppose that flooding the whole width of a road with liquid tar would be held to be a misfeasance, it should be an easy matter to bring local authorities to book for their sins. It is possible that the publicity which has been given to the matter may result in greater care being exercised by surveyors and road men in the future. If not, the R.A.C. should support a test case, in order to settle once and for all in what circumstances, if any, the motorist is entitled to redress for damage caused by careless road tarring.



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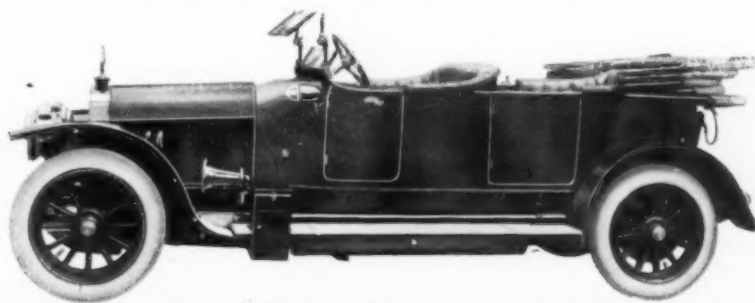
can be given of the 25/30, 35/40, 45/50, and 80/90 h.p. types, fitted with Mercedes Patent Double Cone Leather Clutch and High Tension Ignition. All these types are extremely economical to run, having regard to the H.P. Chassis and complete cars now on view at our Showrooms.

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But if the question were put to *us*, we should answer, "Its wonderful success in everyday service." Vauxhall owners and their friends, who know it intimately, think of it as the car without trouble.

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The annual report of the Automobile Association and Motor Union is a record of good work done for their members and the automobile movement in general. No fewer than 22,000 motorists are stated to have joined the association during the past twelve months, bringing the total membership up to 65,000. The subscription income was £74,418, miscellaneous receipts and income from investments bringing in about another £9,000. In the opinion of the Executive Committee, the scouts are still the most popular feature of the association's programme, and the huge sum of close on £54,000 was spent during the year on their wages, clothing and organisation. That the executive are correct in their views is doubtless true, as the average motorist seems to attach more importance to some visible sign of value received in the shape of a man in uniform standing by the roadside than to the unobtrusive work done in the offices of the motoring organisations, which is really of far more value to the movement as a whole.

Many instances of the association's activities, apart from its road scout, hotel and sign-posting campaigns, are to be found in the report. One is worthy of special mention, as no announcement has hitherto been made in regard to it, so far as I am aware, and it deals with a matter to which reference has often been made in this column. It appears that as a result of the association's representation to the London County Council, extending over two years, a bye-law has now been framed rendering it compulsory for slow moving traffic to keep close to the kerb on the near side of the road. The Home Secretary has expressed his willingness to approve such a bye-law, and a list of the streets to which it shall apply in the first instance has been prepared. Such a regulation, if strictly enforced by the police, ought to have a marked effect in relieving traffic congestion, and the Automobile Association is to be congratulated for its share in bringing about a simple and much needed reform. CELER.

THE AUSTRIAN ALPINE TOUR.

[FROM OUR OWN CORRESPONDENT.]

VERY trying were the last two stages of the Austrian Alpine Contest, and deliberately calculated to lower the colours of hitherto successful competitors. On the Saturday the route included the ascent of Monte Maggiore in the morning, and closed with the climbing and descent of the awful Loibl Pass, up which Mr. Radley's Rolls-Royce, however, established a record of five minutes. On the final run, of no less than 418 kilometres, the journey was made to comprise some 150 miles of stony roads, as well as the crossing of the Hubalpe (5,416ft.), which is one long



LORD FITZHARDINGE'S 24-30 H.P. SIDDELEY-DEASY.

succession, on both sides, of deep gulleys, totalling well over three hundred in all, and any one of them capable of breaking a spring or axle if not approached with skill and care. A worse road probably does not exist in Europe, and its terrors can only be properly appreciated from actual experience. After the Hubalpe came a fast run home to Vienna by the main road, and it was during this, when near the capital, that number three Rolls-Royce was run into from behind, broadside on, as it was rounding a corner, by a non-competing car, and was driven into a telegraph post, which was nearly uprooted by the shock. After replacing a broken wheel, however, Sinclair, the driver of the Rolls-Royce, was able to bring his car into Vienna on the third speed. His escape was in every way a marvellous one, as the other car was being driven at fully fifty miles an hour, and was itself smashed up by the collision. The Rolls-Royce engine, however, was not stopped!

A very good percentage of competitors completed the whole route without incurring any penalty on the road, for of the thirty-one cars which reached Vienna out of forty-three starters, no fewer than fourteen were pointless, as against twenty-five last year, when the number of entrants was double that of this year. The successful fourteen were as follow: C. C. Friese (Rolls-Royce), S. de Jong (Minerva-Knight), Franz Quidenus (Minerva-Knight), Dr. Stoess (Horch), G. Paulmann (Horch), Count Alexander Kolowrat (Laurin and Klement), Otto Hieronimus (Laurin and Klement), Walter Delmar (Benz), Sirutschek (Raba), H. Lange (Audi), A. Graumueller (Audi), Louis Obruba (Audi), Helene von Stamati-Morariu (Puch) and Martin Schneeweiss (Fiat). Incidentally, it may be remarked that of the five Puch cars which started, the only one to finish without loss was driven by a lady.

There remained, however, a final eliminatory test this year, as compared with last, in the shape of an examination for condition after trial; but even then nine cars emerged with a clean sheet. They were Friese's Rolls-Royce, de Jong's Minerva-Knight, Paulmann's Horch, Hieronimus' Laurin and Klement, Delmar's Benz, Sirutschek's Raba and the three Audis. It should be added that the three Rolls-Royces other than Herr Friese's all finished well, and only lost trifling points for engine-stopping at the start one morning, or, in Mr. Radley's case, for not getting going in one minute after being all night in the open with the temperature nearly down to zero at an altitude of over 4,000ft.!

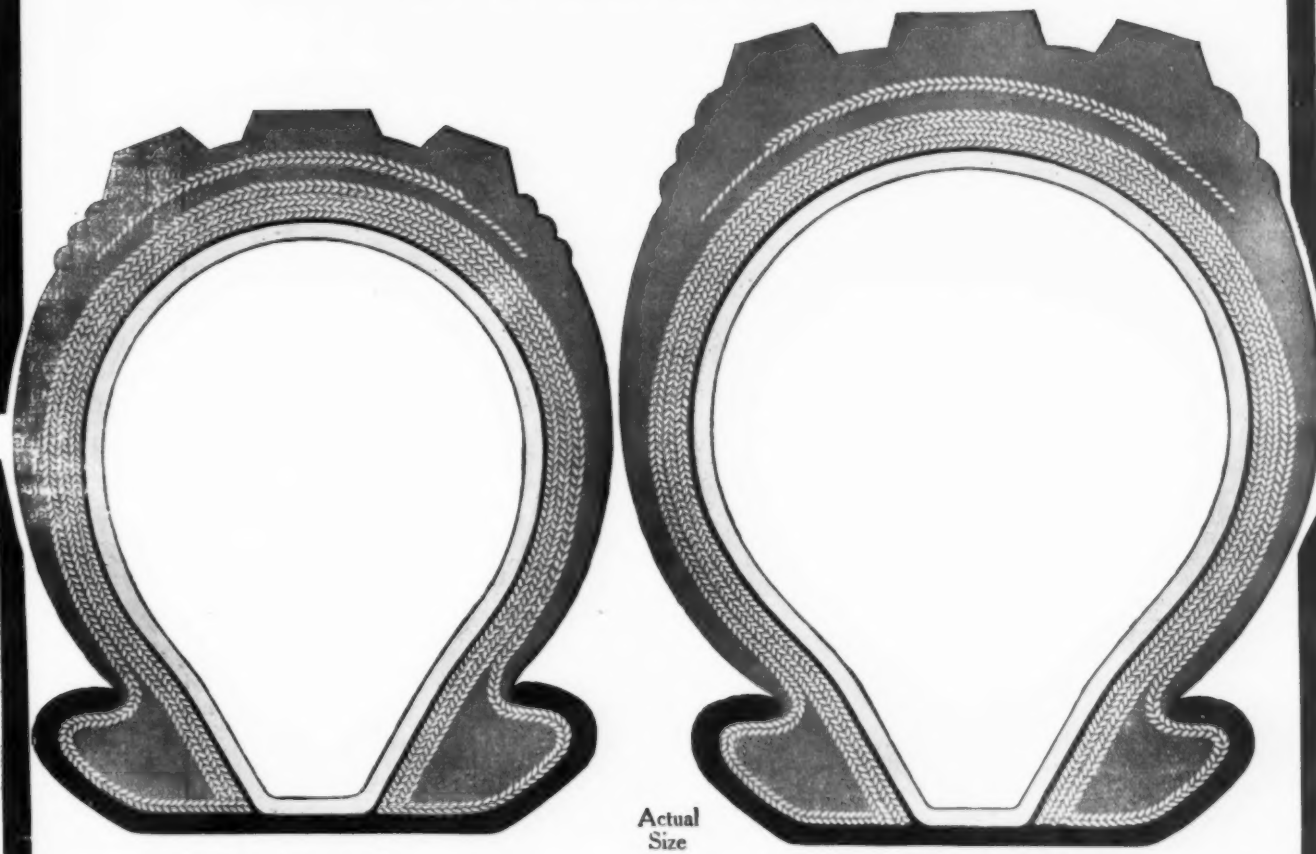
The team prize went to the Audi group, whose splendid performance was worthy of all praise, and individual prizes were awarded by lot to Messrs. Friese, de Jong, Paulmann, Count



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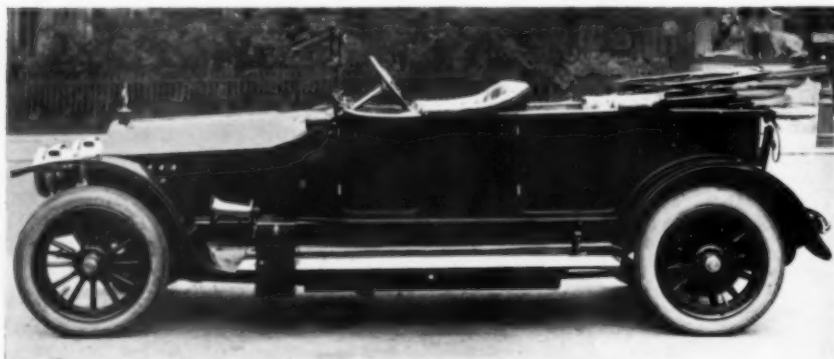
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B 394

Kolowrat, Delmar, Sirutschek, Lange, Graumueller, Obruba, Quidenus, Radley, Schneeweiss, Hines, Luksch, Stoess and Horch. The silver badge of the Austrian A.C. was awarded to each of the fourteen drivers who made non-stop runs, and the bronze badge to those who finished at Vienna irrespectively of marks.

THE 45—50 H.P. MERCEDES.

EVER since the German Daimler Company startled the motor-ing public in 1902 and 1903 with its famous 35 h.p. and 40 h.p. models, which for years set the fashion in automobile design, the Mercedes has enjoyed a reputation which is



THE 45—50 H.P. MERCEDES.

world-wide. This reputation was due not merely to the long list of notable victories in road races and hill-climbing competitions which the firm achieved in the early years of the century, but even more to the fact that motorists were quick to appreciate that a Mercedes, even of the racing type, was a very desirable machine for ordinary touring purposes. In this respect the great German firm was far in advance of its competitors, as it was probably the first to realise that silence and flexibility were qualities that would appeal to the purchasing public, and the first to turn out cars which displayed those qualities in a marked degree. Another feature of merit which brought lasting fame to the Mercedes was

the splendid material of which it was built. It was soon rumoured that the famous German car was practically everlasting, and the truth of the rumour is proved by the number of ancient chassis of this make which are still running on the roads and giving excellent service to their owners. Very many have been modernised at comparatively little cost, and have started life afresh in a guise which places them almost on a level with the cars of to-day.

Our own practical experience of the modern Mercedes has been confined to two or three of the later models, and it was, therefore, with pleasure that we recently availed ourselves of an opportunity offered by Milnes-Daimler-Mercedes, Limited, the sole representatives of the makers for Great Britain and the Colonies, of making a closer acquaintance with one of their latest 45—50 h.p. cars. We drove it for several days over a variety of roads and under a variety of conditions of surface and weather, and found it a very desirable car in every respect. As a touring car of the robust, high-powered order, able to negotiate any sort of country, and very unlikely to give trouble on the road, it would be hard to beat among the standard machines of to-day. The Mercedes firm has always kept in view the requirements of the Continental tourist, and the water-cooled brakes, the ample fuel capacity and the large reserve tank for lubricating oil are features which will appeal to the experienced motorist accustomed to lengthy trips abroad, especially off the beaten track. Another point of importance, especially when travelling in hilly country, is the extraordinary ease with which the change-speed gear of all Mercedes cars can be manipulated, even by the novice. For some reason which it is hard to explain, it seems almost impossible to make a mistake in gear-changing on a Mercedes, the merest "flick" of the lever being sufficient to get to a higher or lower speed. The 45—50 h.p. model has a double cone leather clutch which is smooth in operation and not too trying to the foot, while the control, brakes and steering leave nothing to be desired. Space hardly permits of a detailed description of the technical points of the chassis, but mention may be made of the rear portion of the transmission, which embodies a carefully

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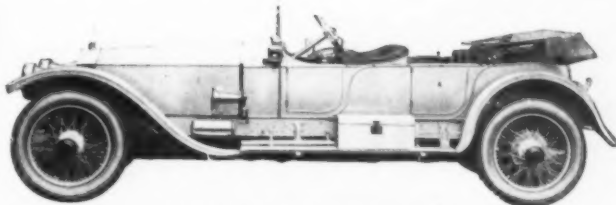
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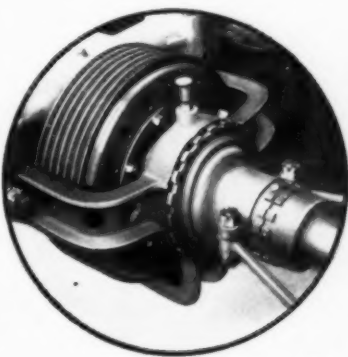
with a universal claim. Note the spherical ball which encloses the joint—that ball containing oil—an oil bath—and the joint is lubricated under ideal conditions all the time.

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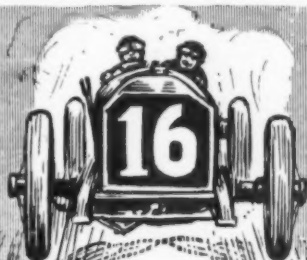
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Once bit, twice shy.

To extract the maximum enjoyment at the minimum expense the motorist must needs discriminate in his choice of accessories. In the matter of tyres, for instance, he naturally expects a reasonable amount of service, but, once disappointed, is not likely to choose the same make of tyre again. The enormous increase in the sale of

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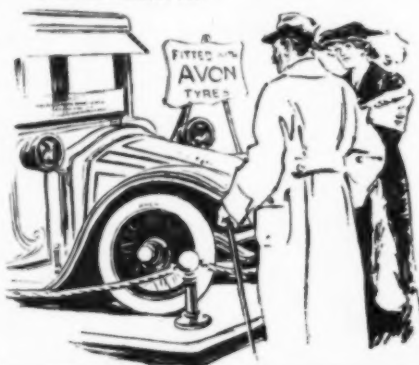
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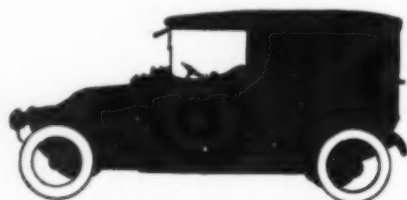


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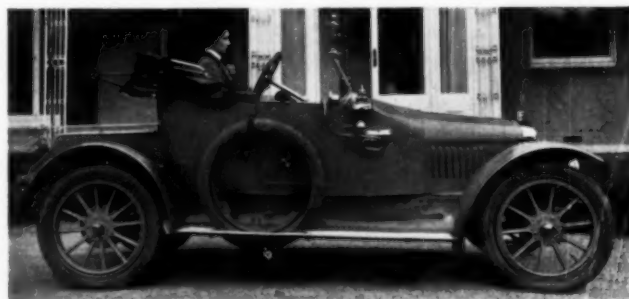
15 h.p. Chassis £315. Catalogues free on request. Trial runs by appointment. Charron Cars, 33, Wardour St., London, W. Telegrams: Automoteur, London. Telephone: 1426 Gerrard.



designed axle and an enclosed propeller shaft with triangular stays, the casing acting as a torque tube. The four-cylinder engine has a bore of 120m.m. and a stroke of 160m.m., and the power developed is amply sufficient for every purpose.

A STRENUOUS HILL-CLIMBING TRIAL.

THE R.A.C. has just issued a certificate of performance dealing with an official trial of a somewhat unusual character. The makers of the 15 h.p. Napier being desirous of illustrating the hill-climbing capacity of this popular model, arrangements were made with the R.A.C. for a trial over what is probably the hilliest district in England. The route selected was from Porlock, in North Somersetshire, by the North road to Countisbury, Lynmouth, Lynton, Barbrook Mill, Beggar's Roost Hill, Simonsbath, Exford and back, a distance of 35.5 miles, which was covered six times, making a total distance of 213 miles. Porlock Hill rises about 1,260ft., and has a steepest gradient of 1 in 4. Beggar's Roost, probably the most dangerous hill in England, is only about half a mile in length, but rises 400ft. in that distance, and has a gradient in places of the appalling steepness of 1 in 3½. Lynmouth Hill is a climb of a very trying character, as, apart from a gradient of 1 in 4 at the steepest part, the surface is loose and rough, and some awkward hairpin bends have to be negotiated. Altogether, the route is one which would try to the utmost the hill-climbing powers of any car, and it is extremely creditable to the 15 h.p. Napier that it accomplished the entire distance without a single involuntary stop. That this achievement was not due to the fitting of an abnormally low axle gearing is shown by the fact that the car before the trial was timed at Brooklands to cover a flying half-mile at 57.66 miles an hour, and we are assured by the makers that standard gears were used. The 15 h.p. Napier has a four-cylinder engine, 3½in. bore by 5in. stroke, and is rated at 16.9 h.p. for taxation purposes.



A 14-18 H.P. ADLER.

With special Morgan two-seated body.

The average total running weight was 31cwt. approximately, and the petrol consumption worked out at 17.3 miles to the gallon.

SPEED TRIALS ON SALTBURN SANDS.

On Saturday last the Yorkshire Automobile Club held its annual speed trials on the stretch of sand at Saltburn. The entry list was a very large one, and many well-known cars took part in the competition. Some very high speeds were attained in the racing classes, Hancock's 30-98 h.p. Vauxhall reaching 106½ miles an hour and Percy Lambert's 25 h.p. Talbot 103½ miles an hour. The programme was a long one, and among the principal winners were Bianchi's 15 h.p. Crossley, Mr. Lea's 25 h.p. Talbot, George's 20 h.p. Ford, Mortimer's 12-16 h.p. Sunbeam and R. S. Witchell's 15 h.p. Straker-Squire. The sands were in fair condition and the meeting proved a great success.

ITEMS.

At the recent exhibition in St. Petersburg all the three Austin cars staged were sold and many orders were secured.

The three Audi cars which won the team prize in the Austrian Alpine Tour were fitted with Continental tires. Herr Friese's Rolls-Royce and the two Minervas used Dunlop detachable wheels.

We are informed that the committee of the Vercelli Exhibition in Italy have awarded the Grand Prix and Gold Medal to the exhibit of Beldam tires.

The handy little instrument for removing flints from tires, first illustrated and described in COUNTRY LIFE some months ago, is now being distributed by a number of tire-makers as an advertisement. Among others is the St. Albans Rubber Company of London Road, St. Albans, who are willing to forward a tire pick to any motorist who applies to them.

Messrs. Peto and Radford have removed their London headquarters from 100, Hatton Garden, E.C., to 12, Heddon Street, Regent Street, W.



Gentlemen—

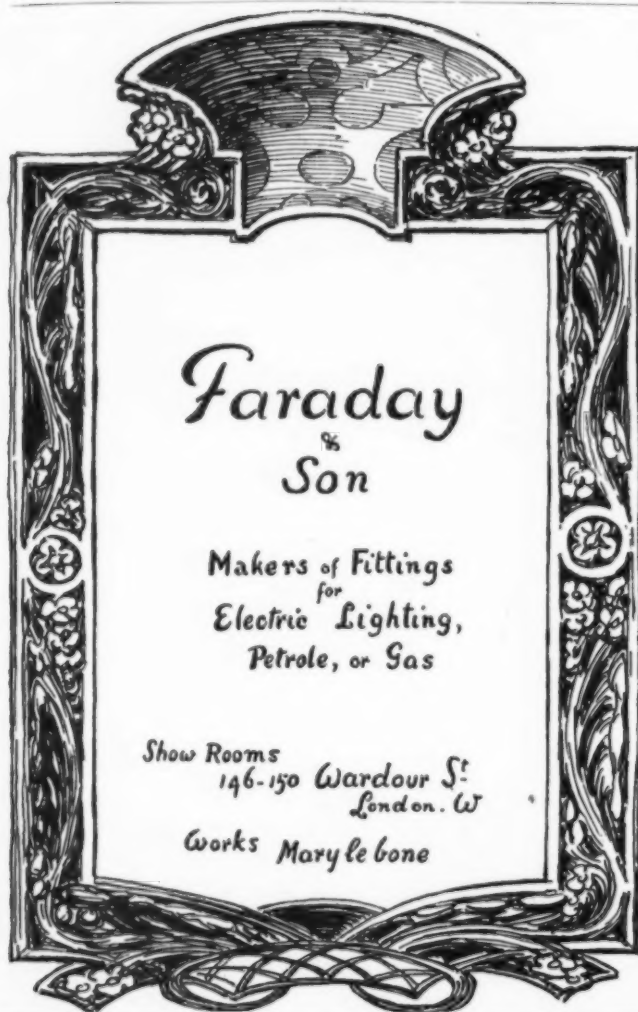
To any close observer of pneumatic tyre matters in general, the fact must strike forcibly home that Michelin ideas and Michelin designs are very consistently followed.

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Thus, gentlemen, you can readily understand why it is that Michelin Quality is the standard at which all tyre manufacturers aim. Michelin experience in the construction of car tyres is older, even as it is greater, than that of any other manufacturer. And it is a well-known fact that the Michelin manufacturing policy, right from the selection of raw material, through every stage of treatment, to the production of the finished article, is focussed upon a single object: the production of one quality only—the best.

“Let us see what Michelin is doing” is a wall-text with tyre manufacturers.

The Michelin Tyre Co., Ltd., 81, Fulham Road, Chelsea, S.W.



**Faraday
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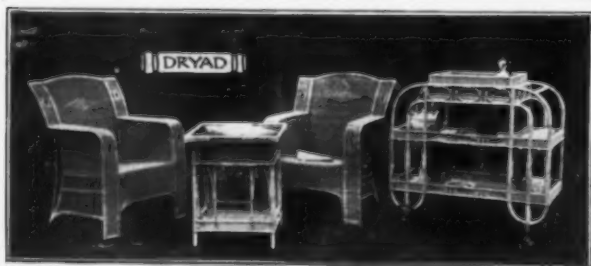
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Among recent purchasers of Vauxhall cars are Sir Horace Avory and Sir Aubrey Brocklebank, who have taken delivery respectively of a 25 h.p. landaulet and a 25 h.p. Prince Henry type car.

A Marine Motor Boat and Stationary Engine Exhibition will be held at the Agricultural Hall by the Society of Motor Manufacturers and Traders from November 20th to 27th next.

The annual dinner of the Royal Motor Yacht Club has been fixed for Friday, July 18th, on board the *Enchantress*. The chair will be taken by the Commodore, Admiral Lord Charles Beresford, G.C.B., G.C.V.O., M.P.

Messrs. Brown Brothers have introduced a new valve-grinding composition, which does not contain emery or grit. It is a compound of petroleum oil and an abrasive harder than emery, and is unaffected by heat. The "Clover" composition, as it is called, is sold in a variety of grades and in tins of a convenient size.

In the Spanish Grand Prix which was run on the 15th June, over a mountainous course in the Guadarrama country, eight of the eleven competitors who finished the race used Continental tires.

The Board of Appeal of the German Patent Office has granted Argyls, Limited, their patent for the elliptical single-sleeve valve engine.

The Auto-Cycle Union will hold a six days' reliability trial, commencing August 18th. The daily runs will start from Carlisle.

An entirely new model of the Argyl car has been designed for use in the trackless districts of the Argentine. The new model is known as the "Camp" car.

The Continental Tire Company evidently realise the wisdom of looking after the welfare of their 10,000 employees. All workmen who have served the company for ten years receive a Life Insurance Policy of £75, and similar arrangements are made for



A SMART HUMBERETTE.

certain of the clerical staff. Over 300 workmen and 100 of the office staff have been awarded this benefit. Every year bonuses are distributed, and the amount given to workmen in 1912 reached a total of £2,500, in addition to £1,000 granted to the Widows and Orphans Fund. There are also pension, sick and old age funds.

The July issue of the *Austin Advocate* contains, among other contributions of a practical nature, an interesting article describing the various processes to which raw hides are subjected by the firm of Conolly Brothers in order to render them suitable for the high-class upholstery of Austin car bodies. A few useful notes in regard to the care of leather are appended. Petrol should never be used for cleaning, as the varnish with which the hides are covered in the final process of preparation is soluble in petroleum spirit. To clean the upholstery white Castile soap and water only should be used. After washing, a few drops of olive oil on a soft rag may be used to keep the surface soft and bright.

At the London headquarters of the Austin Company, 479, Oxford Street, the garage charge for a private lock-up compartment, with electric light and water for washing, is 15s. per week. Garage for one night is charged half-a-crown. A car may be washed and polished for 4s. 6d.

A table published in the *Motor* shows how vast a difference there is between the smallest and the largest of the cars engaged in the Grand Prix which takes place to-day (Saturday) over the Circuit de Picardie, near Amiens. The smallest car is the German Matthis, which has a four-cylinder engine only 65m.m. bore by 110m.m. stroke. The largest cars are the three Italas, which also have four cylinders, but the dimensions are 125m.m. and 170m.m. respectively. The four Sunbeams have six-cylinder engines 80m.m. by 150m.m., the only other six-cylinder cars engaged being the Belgian Excelsiors, which have a bore of 90m.m. and a stroke of 160m.m.

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GROUSE PROSPECTS IN SCOTLAND.

FIRST let me state that never before this season, in any season within my recollection, have we had any important outbreak of disease or death among our grouse, and, so far as I am aware, there has never been any of importance anywhere on any of the grouse moors of the Central Districts of Stirlingshire. (But this I write subject to correction if I am wrong.) Certainly, however, there has been no great mortality on our moor, which occupies the easternmost spur of the range, and, with the grounds included in our area, comprises about two thousand three hundred acres, besides the agricultural lands which nearly surround it. We have always been accustomed to account for this immunity by the comparative isolation from all other ranges of the whole range of Central Stirlingshire, which is separated and surrounded by kerses, vales and flat agricultural lands, as will be found admirably portrayed in Dr. Cadell's recently-published "Story of the Forth," or as can best be realised by a short examination of the relative sheets of the Ordnance (and Geological, when issued) maps, scale six inches to the mile. Thus the central range of the grouse moors of Stirlingshire can scarcely be said to be in actual touch with any others around.

To pursue this aspect a little further, it is only correct to relate that, independent of the central range, there are other detached flat "mosses" (in distinction to "moors") which occupy considerable spaces among the kerses, carse, or flat lands mentioned above, such as Latham and Airth and Kinnaird Moss in the east of the county, Blair Drummond, Flanders, Cardross, Gartmore Mosses and others of minor importance on the borders of Perthshire, with Stirlingshire, and on the north boundary of the county, generally known as the Vale of Monteith, and to a lesser extent such low-lying "mosses" on the south side as Slamannan Moss, and a number of smaller patches which overlie the coalfields between Forth and Clyde. I cannot think that these mosses have any very serious influence upon the healthy condition of the more elevated central hills of our county. But it is well known that a certain interchange of nesting birds may be carried out at times, because that these same "mosses," while they are the rearing ground themselves of a considerable proportion of native birds, are also attractive to large numbers of birds after the "packing" takes place on the higher ground on either side of the Vale of Monteith. I believe, however, that by far the larger proportion of such immigrants to the carse-mosses in the Vale of Monteith are from the moors to the northward, and fewer from the moors of the central district of our county. Thus it will be seen, however, some slight influence may exist as regards these low-lying kerse (or carse) mosses, upon the health conditions of Central Stirlingshire grouse. How much is a question it must remain difficult to answer until we are able to distinguish grouse birds from any given and named parish!

Apart from this comparative—and yet, I fancy, fairly effective—isolation, I believe immunity from the ills that grouse-flesh is heir to in our central hills' moors has been in part due to the reverse of overstocking, or what may be well termed the "absence of ultra-preservation." One remark I wish to make here is in regard to the position of our own eastern abutment of these same central moors. They are almost surrounded on three sides, north, south and east, by agricultural land. Up till 1912 our grouse have always been healthy, and it was rare indeed to find their crops filled with grain. Almost invariably, in season, the crops proved that young shoots of heather were the principal and natural food, and they were not observed to frequent the cornlands below the heather zone to anything like the extent that is known to prevail in many other parts of the country where agricultural and moorland conditions meet; as, for instance, to my own knowledge and observation, in Banffshire and on the agricultural zone which surrounds in many places the carse-mosses, and in other parts which could easily be recalled to memory. This conclusion brings us back again to our first proposition—the specially isolated nature of our central moors.

For many years, no doubt, our central grouse areas were not scientifically treated—and that, in many cases, for a long time after the more densely stocked Perthshire moors had received such special and careful treatment. Some few moors, however, were correctly treated, so far as careful burning and successions of ages of heather growth were maintained. I cannot take it upon myself to speak as to other moors than my own—that is not for me to say. But I can only say that for some thirty to thirty-five years back the following points have been attended to with special care on our ground: Shelter by planting in a few small areas; exclusion of grazing cattle or sheep from about five hundred acres, mostly situated near the centre and on north and south-east flanks; keeping the water running and looking after stagnant or rush-grown hollows, by wide, sloping peat drains, and the turf, or "divots,"

thrown well clear; burning the heather (of late years) in patches, not in strips; laying down barrow-loads of grit on said burnt patches; occasional small introductions of fresh blood, mostly by hens; and driving, instead of shooting over dogs (with which, of course, "Anno Domini" has had a great deal to do!).

I may here mention, incidentally, that our eastern extension has always been good black-game ground, and that, as long as I can remember, hens were never saved when driving, and young black-game were only shot to a very limited extent "for the house"—not for sport, but only for "grub"! (Confession is out: like "flappers" with young green peas!) Formerly, when practically black-game—hen and cock—were snared or "pulled" on the "stooks" by every small laird and every small tenant, as I can remember (and it is a custom not yet entirely extinct, any more than high-road hare-shooting in snow on a moonlight night is)—even then, as I can remember, black game were abundant. But now, many more people are shooting the "flappers"—for sport!—out of rushy hollows or young coverts early in the season; and a few years of such practices very soon makes a startling difference in the number of black-game.

But to return to the prospects of this season—1913. A few years ago a very large area of heather was surreptitiously burned off, and on that ground, of course, scarcely any grouse were to be seen. Naturally, they left it. All other moors for long distances were overstocked, and the burnt-out area was not shot over. But in a short time a fine flush of young green heather covered the whole burned space, and many birds returned from the congested districts around and took up their old abodes. The following year there were plenty of birds—perhaps too many. But there was no shooting; all that season—the fatal mistake! Then whisperings were heard. Dead birds were found—not necessarily then laid altogether to the blame of diseases—said to be "piners"; however, from whatever cause, it could scarcely be from gun wounds! That season, 1911, was wet, and the weather so treacherous—what with rain, or east wind, or, worst of all, dense fogs—that again these same moors and others around were under-shot, when birds were never before so numerous.

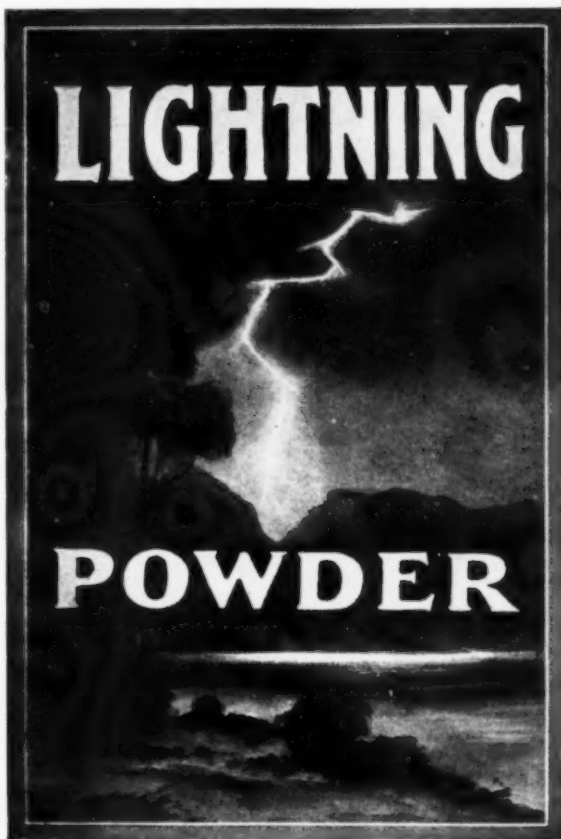
Early in August, 1912, anxious to kill, both for the sake of sport, and with full consideration of the future of our little moor, the latter feeling strongly predominating, we shot our moor, driving with full staff of beaters, earlier in the season than we had ever done before. The wind was favourable, but the great bulk of the birds trailed over the higher (western) butts, as young, healthy coveys would do. But—and it was the first bad sign I saw, though I had heard of dead birds found to the north of us—old birds came far down the hill slope, often singly, over the lowest butts (eastern). Almost all the birds which came so low were old birds (male and female); certainly a very large proportion—almost all—that were obtained were. I at once noticed the fact, and mentioned it to our keeper. More or less this same observation was made all through the season—i.e., when we could see anything for fog! Comparing with other owners of grouse moors to the southward similar statements reached me; and at the time I communicated my own and others' experiences to Mr. Leslie of the Grouse Commission, who may or may not have utilised them. Subsequent reports up to date of July 5th which have reached me—referring to our own shooting and others to the south and a few others locally—bear out the serious change which has taken place in the prospects of (in some areas at least) the season of 1913.

An incident has occurred which may or may not have a bearing upon the question of understocking and overstocking—I mean the return of the hunting falcons or peregrine falcons—and, as I am assured, the successful rearing and taking off of the young this year at an eyrie deserted many years ago, though occupied quite within my easy remembrance. Let me put it thus: For forty years, to be safe within the mark, the falcons deserted that locality. It was given up to the ravens. The ravens occupied it for some years, but not, I think, for many years past. Then came the innocent kestrels. It was like looking down into a clear salmon pool and finding the favourite "lie" of *Salmo salar* occupied by a quarter-pound trout—i.e., after a "joyous time" with the bag nets in the bay and an absence of all leading water.

There is no doubt, at all events, of the facts as regards the overstocking of large extents of grouse moors in the central hills of Stirlingshire in 1911-12. The present season may clear the Augean stable. Pity it is the Grouse Commission was not continued one year longer. But there must be much to tell of value in the interest of future grouse prospects. If "things turn out as bad as promised" let me uphold the tactics, shoot hard and spare not where the disease is worst, and read our Committee's Report, and clean out the stables. At least that I believe to be the policy where areas are patchy or the "mapping of the disease distribution of the Beetle" are not continuous.

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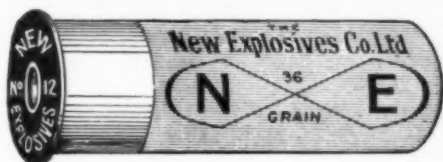
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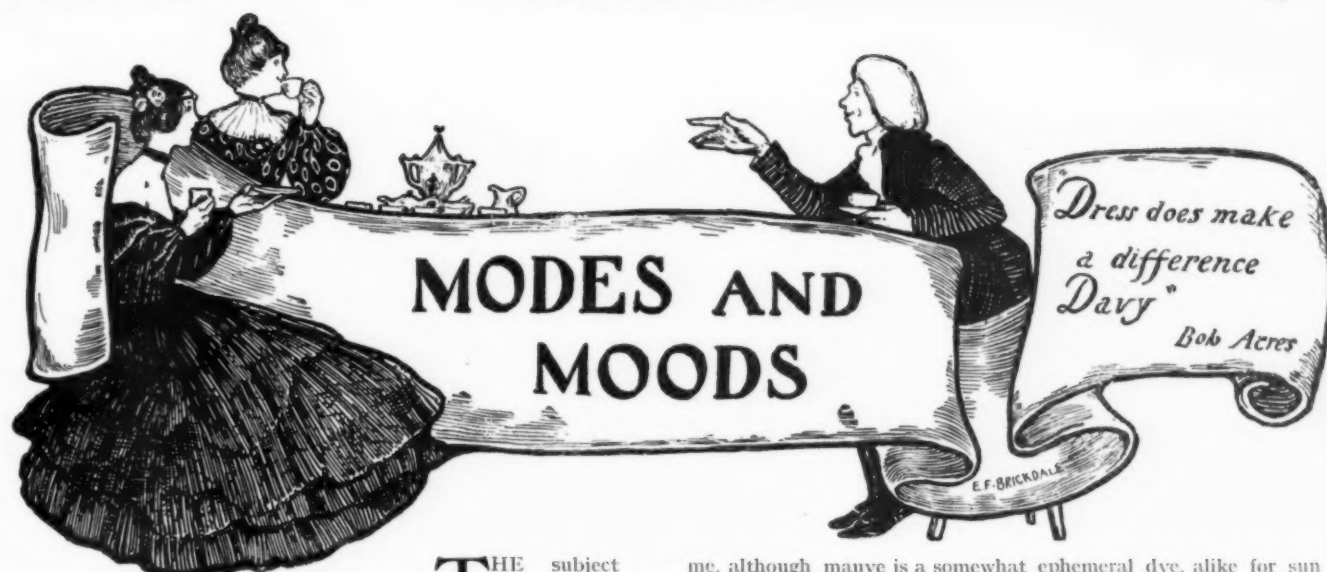
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MODES AND MOODS

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Bob Acres

THE subject
of bathing
attire

generally is one that interests me profoundly. Appreciable advances have certainly been made during the past few years on this side the Channel to get away from the stereotyped, rather ill-fitting Navy serge costume. But there remains much still to be desired. Nor are the shops entirely to blame for this I am sure. Given a consistent demand for original attractive ideas, a supply would crop up. As a matter of fact, it has in one solitary direction, which, I deplore very much, does not come into my province to mention. The enthusiastic swimming woman clings to the stockinette suit, and small blame to her. At the same time, I would fain call attention to the fact that there exists a two-piece suit which for adults certainly is infinitely preferable to the one that runs direct from upper part to nether garment. Speaking from experience, however, I have a word of caution to offer respecting the former. Without a belt the tendency of the jersey is to rise up. Of course, any thinking mind cognisant of the fact would after a swim see to it that the portion below the waist was pulled down into place. For the absent-minded and indifferent, however, a belt worn round the jersey part is advisable. Also an elastic inserted in the waist slot of the knickers assists matters.

There are quantities of expensive satin and silk suits, and while some are quite charming, others are just atrocities—busy and inartistic confections that after the initial immersion would certainly lose all semblance of silhouette and style. Personally, I extremely dislike a superfluity of trimming, and always prefer to rely upon distinctive outline. And with a view to pressing this important fact home, two original designs are offered as the subject of the first pictured group. The figure to the left hand wears a suit entirely carried out in alpaca, than which there is no more satisfactory fabric for the purpose. Alpaca has a certain resistance which no amount of water is able to dispel. The scheme of colouring I would suggest is black combined with red and white stripes, the alpaca tunic decked with scarlet buttons, and a plain scarlet sash being worn round the waist. Or an equally original effect could be achieved with a warm tan and tan and white stripes. And a mauve and white scheme appeals to

me, although mauve is a somewhat ephemeral dye, alike for sun and water. It is as well though to face the fact that a fresh bathing dress is essential every year to those who really value a smart appearance.

The companion dress is of biscuit-coloured silk, satin, éponge or alpaca, trimmed blue and white spot foulard, the accompanying *manteau des bains* being of blue sponge cloth. The latter fabric, as a matter of fact, is an invaluable adjunct to bathing attire. It is just a trifle heavy perhaps for the actual bathing dress, but in



PRACTICAL BATHING DRESSES.

the matter of wraps it has worked a veritable revolution. So that now, in lieu of a uniform of white or striped towelling wraps, there is to be secured a variety of lovely self-coloured éponge affairs, really quite elegant wraps, but kept within the realms of practicability. So enveloped it is possible to walk the longest plage without courting unkind criticism. Indeed, rather the reverse, which is quite a *volte face* from the old days.

As for bathing headgear, that is verily exhaustive in variety. The latest cap, that practically guarantees security, is fashioned after the manner of those worn by aviators. The front is shaped to fit closely over the forehead and also into the nape of the neck, where a band is carried round to the front and buckled beneath the chin. Although possibly trying to the majority, there are fresh, firm, clear-cut young faces capable of carrying off the aviator's cap with great *éclat*. Quite the most popular style, however, is the draped affair worn by the right-hand figure of the group, held either side by ear rosettes. Although of rubber silk for the most part, these are not, frankly speaking, to be wholly relied upon, consequently there is supplied, for wear beneath, a close-fitting, fine rubber cap, set into a band that clips the head closely, and to this, if desired, a false fringe can be attached of naturally curly hair. Such small subterfuges are really quite pardonable. Bathing corsets, for example, are very clearly desirable in many cases, and stockings or tights, a most pardonable concession to the conventions. And when either of the latter are worn, shoes are not necessary, although they add a further note of distinction to the appearance.

To revert to the topic of the moment—sales. I would advise those of my readers who like to provide for the future to pay an early visit to Liberty's, where, in the furnishing department at Chesham House, they will find some remarkable reductions in furnishing materials. It is rather late to consider loose covers for this season, but the opportunities afforded by the sale of several thousand yards of the lovely cretonnes for which this firm is noted in varying designs, at prices ranging from 6½d. to 1s. 9d., should not be missed. At the first-named price there is a most fascinating cross-stitch pattern in several colourings, to which I quite lost my heart; and for the higher figure one may acquire a lovely old tapestry design which would make up perfectly for dining or morning room curtains and covers. Among the brocades there is a beautiful thing, supple and rich in texture and expressed in delicate colourings, reduced from a guinea to 16s. 6d. per yard; while a cheaper fabric very suitable for heavy curtains, which originally cost 5s. 11d., may now be had for 4s. 6d. The Liberty jaspé velvet, a lustrous sheeny material which drapes beautifully, only costs 4s. 11d. a yard during the sale, and there are hundreds of remnants of taffetas, linens, tissues, etc., from two to fifteen yards in length, all reduced to nominal prices. The carpet department is full of possibilities. Even the antique Persian and Turkey carpets and rugs have experienced a reduction in many cases of nearly forty per cent., while the hand-made Irish carpets, which closely resemble Turkey in texture and wear for ever, are even more reduced. Odd vases and bowls and experimental pieces of metal-work are being offered at half-price; while at East India House, where, of course, one may revel in lovely dress materials, embroideries, cloaks, millinery, etc., the would-be present-giver will find astounding bargains in the jewellery department, such as a dainty turquoise or moonstone and gold pendant for 17s. 6d., or a gold brooch set with turquoise matrix for 8s. 6d., while the silver-work and English pewter are reduced to almost half-price. The gowns include, among some charming things, coats and skirts eminently suitable for seaside wear,

as are the cheap ready-to-wear and cool little voile frocks, which one may pick up at the sales just now. Even if these lose their colour and their freshness on the seashore, the loss is not great. Regarding headgear, I have likewise a word of advice to offer. A vogue that has come in recently, perhaps two years ago to be accurate, is for felt and velours hats at the sea. These are immensely practical, extremely smart and, if necessary, can be cleaned at home. Some of the new season's models have the brims lined with straws. This, while making for variety, does not appeal to me much, the straw addition rather detracting from the delightful pliability of the felt. A white velours hat, accompanied by different adjustable ribbon mounts, will be found one of the most valuable accessories to a holiday outfit it is possible to imagine.

Looking back, too, a decade or so, what troubles one encountered, and expense, with weighty boot-trees and the like! Now, in lieu of these we have the veriest feather-weight skeleton supports.

How invaluable also are those light shoulder supports for coats and gowns! Nowadays it is possible to travel with a full complement of such comforts without adding any appreciable weight to one's luggage. But the day, I am persuaded, is not far distant when the ordinary trunk will entirely disappear off the scenes and that splendid American invention, which, while trunk-like in aspect is really a combined hanging cupboard and chest of drawers, will take its place. At present the cost is rather prohibitive, but time will doubtless see to that being rectified, although, on the face of things, it can never be as cheap as the ordinary trunk; but, the first cost over, it will pay for itself over and over again.

My second picture this week deals with an Aertex Cellular sports shirt, the West End agents of which are Messrs. Oliver Brothers, 417, Oxford Street. The Aertex Cellular

Clothing is world renowned, and the striped varieties for blouses and shirts is simply charming. The genuine sportswoman, moreover, appreciates the fact to the full that the Aertex Cellular cloths are infinitely valuable because of their porosity, which renders them perfectly ideal for golfing, boating, cycling and tennis. The shirt example sketched is tailor cut and made, and complete, with detachable collar; it is only 4s. 11d. Comparatively recently Messrs. Oliver Brothers have made an attractive addition to their shirts by supplying poplin ties dyed to tone with the stripes at 1s. 6d., and suede leather belts to match at 1s. 1d. With one trusts, the bulk of the warm weather still before us, it is well to remember the Aertex Cellular Lisle hose, procurable in black and tan and sizes 8½in. to 10in., at 2s. 9d. the pair. These, together with the rest of the Aertex Cellular productions, working out the truth that the best non-conductor of heat is air, the clever, ingenious nature of the weave, the result of exhaustive experiments and scientific research, ensuring this essential factor with the finest as well as the heaviest qualities.

For "Aertex" Cellular garments are supplied in a great variety of styles and textures. For summer wear, a white Lisle quality is strongly recommended for nightdresses, combinations and camisoles, all of which are provided in a long range of choice, daintily trimmed with lace, and in every instance at extremely moderate prices. Just as an example, a nightdress, beautifully made and arranged with a yoke of good quality washing lace, is only 8s. 11d.; an excellent lace-trimmed Lisle combination costing 6s. 11d.; while the camisoles, really fascinating little garments, start in Lisle at 2s. 6d. Very great success, too, has attended the "Aertex" Cellular corsets, the prices of which are quite moderate. The comfort of these is unquestionable, and they are especially appreciated by invalids, and all women who go in much for athletic games.

L. M. M.



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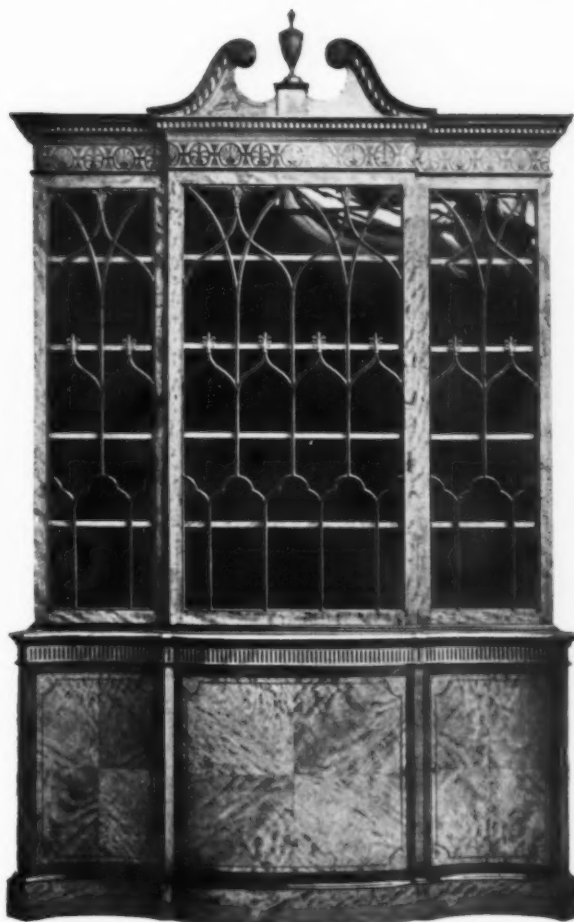
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ON THE COLLECTING OF OLD SILVER.

IT is remarkable, on looking back over the last fifty years or so, to observe how the number of collectors has increased. The book-collector, who belonged to a more sedentary age, is not so conspicuous nowadays perhaps, though rare books, of course, always find eager purchasers. But with easier and more expeditious methods of travel and communication, the impulse of acquisition found fresh outlets, and now the number of intelligent collectors of porcelain, pictures, furniture, prints and so on is legion. To the average Englishman, however, nothing seems quite so attractive as old silver. It has always appealed



SALT-CELLAR BY E. LOWE AND A
CHIPPENDALE SALVER.



A CHARLES II. CUP.

was pure Gothic in style; but with the dawn of the sixteenth century the effect of the European Renaissance made itself felt, and under the peace and prosperity of Henry VIII.'s reign, England experienced a literally golden age, when goldsmiths waxed wealthy beyond the dreams of avarice, and King, Church and State devoted huge sums to the collection of plate, the insatiable Wolsey employing his own goldsmith and five men to keep his treasure clean. Plate of this and earlier periods can, however, have no personal interest for the amateur collector of to-day. Most of that still in existence has found its way into museums, and the pieces still in private ownership are the jealously guarded heirlooms of great families, which, if they do find their way into the market, command prices only possible to millionaires or national purchase.

The Stuart period saw, perhaps, a diminution in the size and magnificence of gold and silver ware, which had the effect of making its acquisition more general, and although, during the troublous times of James I. and the Commonwealth the goldsmith's art stood still and the output was small, it soon received fresh impetus in the lavish days of the Restoration. Specimens of this period and later are still to be obtained at reasonable prices, if one knows where to look for them. They represent, too, sound investments, for, thanks to their marks, there can be no uncertainty about their dates and makers, and their value certainly will not diminish with the passing of time.

To the Renaissance period (Charles II.) belongs the beautiful covered cup, the decoration of which consists of a flat chasing, rather Chinese in feeling, which is repeated on the lid. It is in excellent condition, with very complete hall-marks, its exact date being 1683. Quite a collector's piece, too, is the small, plain, two-handled cup, with a bevelled ring and coat of arms. This is a typical piece of Queen Anne silver, bearing the date 1708, and was the work of a well known silversmith of that period, W. Fawdery.

The George III. cup, dated 1817, is a veritable treasure. It is silver-gilt, most exquisitely chased with a design of hops and foliage in delicate relief, and its beautifully fluted base and plain foot and handles, with their simple twisted ornamentation, form a perfect setting for the rich tracery of the cup itself. It is one of a pair made by the celebrated artist-silversmith, Paul Storr, whose

work is distinguished by delicacy of workmanship and elaboration of design. The always attractive pierced work, which, in its infancy, was marked by great simplicity of design, reached its zenith with the Georgians, and a well-nigh perfect example is seen in the George II. cake basket, the earliest patterns, consisting of lozenges and stars, giving place to plain forms of the Greek honeysuckle and scroll. The basket we show is a specimen of purely ornamental piercing, such as was used to decorate the beautiful centrepieces of the day. The usual treatment of these consisted of fretting in graceful designs in intricate scroll and bar-work, interspersed with rosettes and ovolos. In this instance the sides are finely pierced with scrolls arranged in panels, interspersed with others of star pattern and divided by intersecting bands embossed with small beads reaching to the lip of the basket, which is finished with an applied border of gadroon and shell, both pierced work and border being represented in the handle.

The sugar basket is a rare example of pierced work of rather later period, George III. (dated 1804); and the salt cellar, one of four, illustrates a type in vogue from about 1760 to 1800. It is charmingly pierced in a scroll design with a rope border, and has very graceful claw and ball feet. Its maker was E. Lowe. The date of the set is 1775, and all the hall-marks are perfect. A most delightful contrast to this pierced silver is afforded by the beautiful little salver of George II., dated 1747, which we illustrate. It so exactly reproduces the shape and curved rim of the little mahogany tables with which we are all familiar, that it seems superfluous to say that this exquisite little specimen owes its design to the genius of Thomas Chippendale. All these specimens of silver-

work are the property of the Goldsmiths and Silversmiths Company, and may be seen in their show-rooms at 112, Regent Street, W. They do not



SPECIMENS OF LATE GEORGIAN WORK.



A FINE PIERCED BASKET.



A QUEEN ANNE CUP.

by any means represent the cream of the collection, but are selected for illustration as being thoroughly typical of the periods to which they belong. We would advise those of our readers who are silver enthusiasts to go and examine the originals. They will probably find other pieces which appeal more to their personal taste, and they may be assured of receiving the utmost

attention of experts in the craft, and, if they make a purchase, of only giving the market value for their choice, instead of the sentimental figure which antique silver often attains in the sale-room.



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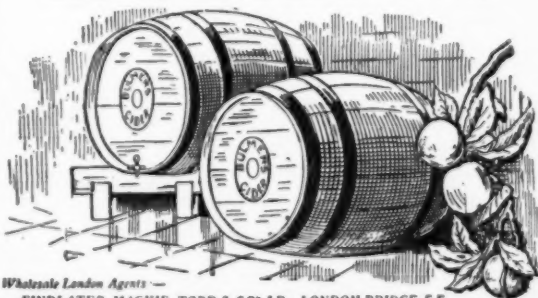
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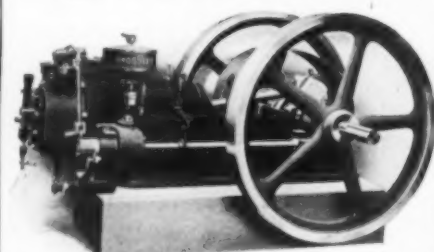
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THE STATE RAILWAYS OF THE MARITIME PROVINCES.

A GLANCE at the map suffices to prove how vital to the prosperity of the Maritime Provinces of Canada is their well-ordered State railway system. The Inter-Colonial and Prince Edward Island Railways, owned and operated by the Government of the Dominion of Canada, bring all the leading centres of the Provinces of Nova Scotia, Prince Edward Island and New Brunswick into touch with one another, with the outside world through the ocean ports of Halifax and St. John, and with the rest of Canada at Montreal. The Inter-Colonial Railway illustrates the essential part which railways have taken in the evolution of the Dominion of to-day. When, in 1867, the genius of Sir John Macdonald and his associates bore fruit in the project of a federal union, one of the main conditions of that great covenant was the construction of one railway to thread the three Provinces in the East, and another to bring British Columbia in the far-off West into touch with the rest of the Dominion. At that time the Maritime Provinces were cut off from the rest of Canada by a tractless wilderness, and there were many who feared that their inevitable future would be submergence in the great Republic to the South. Happily, Canadian opinion was strong enough to enlist the co-operation of the Imperial Government, and with the help of an Imperial guarantee, a line was carried through along a strategic route, that is to say, one sufficiently remote from the United States frontier to guarantee freedom from a sudden raid in the case of hostilities. These strategic reasons go far to explain the course taken by the Inter-Colonial Railway along the southern bank of the St. Lawrence River, though the commercial and scenic value of the line has been enormously increased by the adoption of this less direct route. The land it serves is historical and of the deepest interest. Arcadians, Scots and United Empire Loyalists were the three dominant elements in founding the three Provinces, and they are the three dominant elements which go to make up the progressive Canada of to-day. It is, as Mr. Wilfred Campbell, the Canadian poet, says, a region of much sea-line, of bold, rugged shores, noble mountains and vast sea marshes. It is a region teeming with history and legend. Out of its confines came the beautiful story of Evangeline, the romance and tragedy of La Tour and De Monts, and the splendid failure of the Scotsman Alexander. It has later been the theatre of the more practical, if less romantic, successes of the modern Scot and United Empire Loyalist; and is to-day most favourably known because of its mines, fisheries, harbours, its orchards, and the Canadian statesmen and thinkers which it has produced. No happier scenes could be found for the English tourist who is in search of fresh woods and pastures new than those opened to him by the Inter-Colonial and Prince Edward Island Railways.

EMIGRATION TO AUSTRALIA.

NEW SOUTH WALES and Victoria have now joined forces for purposes of encouraging immigration. Their policy will be to attract farm workers, farmers, domestics and lads between the ages of sixteen and twenty who wish to learn farming and at the same time earn their living. All classes of farmers will be invited, but special inducements will be held out to irrigationists. Victoria and New South Wales have spent many millions sterling upon irrigation works, and ready-made irrigation farms are now on offer in both states. A generous system of financial assistance makes it easy to take up one of these holdings with very little capital. The soil is rich, the water supply cheap, abundant and assured; the growing season extends throughout the year, and there is a definite Overseas market for all the produce raised. Irrigation has already made enough headway to justify the belief that the irrigated settlements of Australia will, like those of California, be distinguished by highly prosperous farmers, beautiful homes and superior social conditions. The two States offer farm labourers from one pound to thirty shillings a week, in addition to free board and lodging; but those who have the interests of the English countryside at heart and do not wish to see it drained of its rural workers, will be pleased to notice that the appeal for farm hands is not being confined to this class. Victoria is now recruiting large numbers of British lads between the ages of sixteen and twenty, and is granting them very cheap passages. These lads are drawn from all classes, the essential qualification being health and good character. Arrived in Victoria, the Government undertakes to find them work with approved farmers, who will teach them all the practices of agriculture and stock-raising, and at the same time pay them a fair wage.

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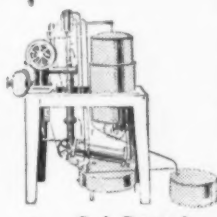
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It is scarcely surprising, considering the treatment they receive in transit, that one's favourite trunks have a way of suddenly looking too shabby for further active service. They usually seem to collapse just at the beginning of the holiday season, when they must be replaced at once. But before buying replicas of these old single-tray friends we would advise our readers to pay a visit to Messrs. John Pound and Co.'s, 268-270, Oxford Street, or one of their numerous branches, and inspect the very up-to-date drawer trunk we illustrate. A trunk of this kind reduces the trouble of packing to a minimum and obviates that of unpacking for a brief visit. It enables a lady to carry a number of delicate gowns in a comparatively small space without any danger of crushing, while the space at the bottom provides accommodation for heavier articles, boots, etc. Although light, it is very strong, being made of three-ply veneer covered with brown painted flax canvas, stoutly hooped and fitted with two double action lever locks, and in the largest size, 36in. by 21½in. by 21in., costs £2 17s. 6d. Another admirable design of Messrs. Pound is a compressed cane dress trunk fitted with a series of trays and a deep top divided into compartments for blouses, lingerie, shoes, gloves, sunshades, etc. Where economy of luggage is desired this is an excellent model. In veneer the largest size, 42in. by 23in. by 24in., costs £5 17s. 6d., or in compressed cane with leather corners, £7 5s. Motor luggage in dust and storm proof double cases, made to fit any car is another speciality of this well-known firm, and they have a very clever



A MODERN DRAWER TRUNK.

motor footstool luncheon and tea case which economises space and contains all the essentials for a meal in the most compact form. An excellent production of Messrs. Pound's which will appeal strongly to the golfer who carries his own clubs is the "Stet Solus" Patent Golf Bag. In appearance this is an ordinary bag, but inside it has a light pointed steel rod attached to the ring of the bag and kept in position at the lower end when not in use by a brass nut at the bottom. When playing, the nut is unscrewed, and by pressing the rim of the bag over the top of the rod the point enters the ground and the bag is held in a vertical position. Thus all stooping for a fresh club is obviated, the damage which the heads of wooden clubs occasionally sustain by throwing the bag on the ground is prevented, and there is an end to the trouble of shafts "going" through getting wet while lying on the ground. We append a letter from Harry Vardon on the "Stet Solus," which we think will establish its claims to consideration more strongly than anything we could say from personal knowledge:

DEAR SIR,—Having seen the "Stet Solus" Golf Bag, patented by M. T. Sharp, I think it will be a great boon to golfers who carry their own clubs. As the bag stands by itself and there is no cumbersome machinery about it, it is the neatest and, in my opinion, the only practical golf bag of the kind ever invented.—Yours faithfully, (Signed) HARRY VARDON.

A GREAT SALE OF HOUSEHOLD FABRICS.

Hampton's sale is always an event of considerable household importance, and this year it is an even more effectual clearance of existing stock than usual, so that those who wish to replenish their stock of linen or china, or renew curtains, carpets, etc., should pay an early visit to the big shop in Pall Mall, S.W. The sale began on June 30th and lasts till July 26th, remnants being offered on Saturdays, July 19th and 26th, till 1 p.m. To begin with the most seasonable items, the whole of the enormous stock of lace curtains, which include some exquisite designs, are being offered at reductions of 25 per cent. to 35 per cent. off the usual prices, while soiled single pairs are reduced to half-price. Scotch net curtains have been similarly cheapened, while several lots of two or three pairs of real lace and Swiss embroidered curtains are to be obtained for half their usual cost. Nearly £15,000 worth of hand-woven table linen, sheets, towels, embroidered bedspreads, etc., are to be sold at from 25 per cent. to 45 per cent. below their normal prices, while oddments, such as afternoon

tea cloths, tray cloths and Duchesse sets, may be acquired for prices that begin at a few pence. A set of eighty-one pieces of fine crystal table glass, thoroughly well cut and in really graceful shapes, may be had for £3 8s. 6d., while there are a limited number of similar bargains in china, tea, breakfast, dinner and dessert services. There are so many varieties of carpet that one scarcely knows what to mention; but the entire stock, including beautiful specimens of the best designs in Turkey, Persian, Saxony, Donegal, Indian, Axminster and Wilton makes are all being uniformly reduced. Finally, a large accumulation of wall-papers, both hand and machine made, in prices ranging from 6d. to 7s. 6d. per piece, are all being offered at half-price, odd lots of from three to ten pieces being obtainable for even less.

EXPEDITIOUS ROUTE TO THE CONTINENT.

At first glance the London and South Western Railway Company's route to the Continent *via* Southampton and Havre does not seem an expeditious way of reaching Paris, but on trial it proves the truth of the adage that the longest way round is often the shortest way across. By the Southampton route all this is avoided. The addition of restaurant cars to the boat express and the acceleration of the return service from Paris enables the business man or pleasure seeker to leave London by the 9.45 express from Waterloo, sup on the train, turn in directly he gets aboard in a real bed instead of a cramped bunk, and, thanks to the geared turbine engines, which obviate vibration, the "cruiser" stern, which ensures steadiness, and the perfect ventilation of the company's boats, he can have a real night's rest before landing early enough to spend a long day at one of the charming Normandy resorts, such as Etretat, Trouville, Cabourg, etc. Should he wish to go to Paris or Rouen he has time to breakfast before the departure of the connecting train, which reaches Paris (St. Lazare) at 11.22. Leaving Paris again at 7.48 p.m. he embarks at midnight, and is in London at 9 a.m. in good condition for his daily routine. While on the subject of the London and South Western Railway Company we should like to draw attention to the beautiful refreshment-rooms, comprising buffet, grill, dining and tea rooms, which, situated almost in the centre of the new station, form a most important addition to the Waterloo terminus. Of the various rooms, the tea-room on the first floor, approached by an electric lift or staircase, will appeal mostly to ladies, as here they will be able to obtain light luncheons as well as teas, and no smoking is allowed in the room. In the fine oak-panelled dining-room on the same floor breakfasts, luncheons, dinners and grills will be served from 7 a.m. at ordinary restaurant prices, including an excellent five-course *table d'hôte* dinner, from 6 o'clock to 8.30, and a theatre supper served until the departure of the last train. The buffet is on the ground floor and the kitchens at the top, and the equipment for cooking and storage, both of food and wines, is in every way perfect.

WHERE TO DINE.

It is remarkable to observe the ever-increasing popularity of the Pall Mall Restaurant, 9 and 10, Haymarket, S.W. Its historical site and associations, no doubt, have had something to do with its unvarying success. But it was not until the advent of Messrs. Degiuli and Boriani early in this century that the Pall Mall became one of London's gastronomical landmarks. It is now an ideal restaurant either for daylight or evening entertainment, perfectly lighted (by huge sliding windows in the daytime) and thoroughly ventilated. Its cuisine, wines and attendance leave nothing to be desired, and there is ample accommodation in the banqueting hall overlooking the Haymarket for the largest parties, while a smaller room may be had for more compact gatherings. Some idea of the brilliant folk who make it their rendezvous may be gathered from the pages of the "Pall Mall Autograph Album," where we find such names as Mme. Patti and Mme. Yvette Guilbert, Sir Beerbohm Tree, Mr. Ben Davies, Sir Rider Haggard, Signor Marconi, Messrs. Herbert Gladstone, Lloyd-George and John Burns filling the pages with wit and some wisdom. It is with good grounds, seeing how the now world-famous book continues to fill with world-famous folk, that the proprietors have chosen for their motto "*Venez et vous revierez.*"

HOW TO KEEP FIT IN WEST AFRICA.

No one needs warning against the pernicious climate of the West African coastlands, and the problem of how to withstand the evil effects of combined heat, damp, bad water, mosquitoes, etc., is one which has engaged the attention of the medical faculty for many years past. Medical men practising in West Africa, and going straight to the root of the troubles to which Europeans are subject in this evilly-disposed climate, viz., chronic constipation, express very favourable views on the usefulness of that well-tried medicine, Apenta Water, in mitigating the evil. Professor Dr. Külz, Imperial Government Physician, Cameroons, observes that he has always given the preference to it in the West African Tropics on account of its many advantages. He points out that it is specially in hot climates that the European is predisposed to suffer from constipation, partly because of the loss of fluid from the skin, partly by change of diet and partly as a sequel to the most prevalent of tropical maladies, malaria. The Professor testifies that Apenta has proved itself a mild but reliable aperient, free from unpleasant after-effects, and one which patients take readily, and, moreover, bears the heat of the Tropics extremely well.

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